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WHITEAWAY, LAIDLAW & CO., LTD.,

HONGKONG.

THE "HONG MOH" DISASTER.

CAPT. EVANS' HEROISM.

LYOYD'S MEDALS FOR OFFICERS
AND MEN.

The great gallantry of Capt. E. R. G. R. Evans and his fellow officers and men of the light cruiser *Carlisle* and the sloop *Foxglove*, in China waters last March rescued a large number of survivors from the wrecked steamer *Hong Moh* has been recognized by the Committee of Lloyd's, who have decided to bestow six Lloyd's Medals, for Saving Life at Sea. The awards are as follow:—

Gold medal.—Capt. Edward R. G. R. Evans, C.B., D.S.O., R.N., H.M.S. *Carlisle*.

Silver medal.—Com. G. H. Brady, H.M.S. *Foxglove*; Lieut.-Com. Ion B. B. Tower, D.S.C., H.M.S. *Carlisle*; Mr. John G. Dewar, D.S.C., H.M.S. *Carlisle*; Lieut. W. W. Eldrett, H.M.S. *Carlisle*; Able Seaman Albert B. Whitehead, H.M.S. *Carlisle*.

Lloyd's Medal for Saving Life at Sea, which was instituted in 1836, has hitherto been struck only in silver and bronze, but the conduct of Capt. Evans appeared to the committee to be of such outstanding merit that they decided to award a gold medal as a mark of their admiration of his exceptional bravery and inspiring example.

Capt. Evans will be absent on foreign service for some considerable time, and it is proposed to defer the presentation of his medal until he returns to England, when it is hoped that the ceremony will take place at Lloyd's. The other medals will be forwarded to the China Station for presentation.

Capt. Evans was second-in-command of the British Antarctic Expedition of 1910, and was promoted to commander for his services. He had previously taken part in three other Antarctic Expeditions. During the war he commanded the *Mohawk* in the bombardment of the German Army's right wing on the Belgian coast and subsequently, in the author of the book *Keeping the Sea*, which recorded various incidents of the Dover Patrol. Mr. Dewar is the torpedo gunner of the *Carlisle*, and lately served in the *Delhi* at Devonport.

Lloyd's Gazette gives the following description of the rescue:—
The *Hong Moh*, an iron steamer of 3,951 tons gross, struck on the northern ledge of the White Rock, Lamock Islands, near Swatow, in the evening of March 3rd. She was bound from Singapore to Amoy with 1,100 Chinese coolies on board, and as the steamer broke in half, the terrible plight of the survivors, divided between the two parts, can be imagined. The steamer *Shenoi* stood by for two days, but owing to the state of the sea was unable to render any assistance.

Late on March 5th H.M.S. *Foxglove*, which had intercepted a wireless message reporting the wreck, arrived off the Lamocks, but it was not until daylight on the following morning that she was able to definitely locate the *Hong Moh*. At dawn the *Foxglove* was joined by H.M.S. *Carlisle*.

A LONG DAY'S TOIL.

An examination through glasses showed that about 350 persons were on board the wreck, over which heavy seas were breaking. The fore part was working in the seaway, but the after part was firmly wedged in the rocks. On account of the heavy seas it was impossible for many hours to get a boat alongside, or even to keep one abreast of the wreck, but cutters launched from the two warships towed Carley floats into position for drifting close by the *Hong Moh*, in the hope that survivors would be encouraged to jump and swim for them. Some did so, but many were drowned through being washed against the iron plates and jagged edges of the broken ship. The fore part of the vessel was eventually borne over by the seas compelling the forward survivors to take to the rigging, whence most of them were washed away and drowned. All day the boats laboured, and although the wind decreased at sunset the crews were by that time so exhausted that they were recalled. At five o'clock the *Foxglove* had to leave, as her coal was running short.

The *Carlisle* now anchored about a mile to leeward of the wreck, and the motor boat was lowered and placed in charge of Lieut.-Com. Tower. She succeeded in towing a cutter, of which Mr. Dewar was in charge, and a small Carley float to the wreck.

CAPT. EVANS' HEROIC ACTION.

It was at this point that Capt. Evans performed his heroic action. He had gone in the motor boat to get a closer view of the situation, and finding it impossible to get alongside the fore part of the *Hong Moh* to rescue the few survivors in the rigging, he decided to swim with a line. In the state of the sea, which was further confused by the backwash of the wreck the action was one of infinite difficulty and attended with great risk. When Capt. Evans eventually succeeded in getting on board, his position was little better, for the rigging threatened to carry away at any moment. He, however, succeeded in putting two helpless men into the lifebuoy, and they were hauled to the motor boat, to which Capt. Evans again swam. Later, the motor boat fouled her propeller, and Capt. Evans again went overboard and worked until exhausted to clear away the obstruction. The clearance was completed by Able Seaman Whitehead.

When work was discontinued for the night only a dozen remained on the wreck and these were saved the next morning. In all 280 men and one woman were saved by the *Carlisle* and 28 by the *Foxglove*. The record of these extraordinary exertions will be read with pride throughout the Empire.

The *Naval and Military Record*, commenting on the presentation of the medals says:—Great Britain's seamen are no less ready to risk their lives in the service of humanity in time of peace than for the cause of their country in time of war. Fortune has favoured Captain Evans by granting him the opportunity for displaying his mettle in both circumstances. Alike on the bridge of the *Broke*, amidst the hot fury of action, and in the cold waters of the China Seas, without the stimulant of battle, he has worthily upheld the traditions of the great service he adorns.

THE SITUATION IN CENTRAL CHINA.

THE FIGHTING AT ICHANG.
CONSULS PROPOSE A TRUCE.

HANKOW, September 3th.

It is reported that the Consuls have advised lady residents of Ichang not to return thither.

According to a report from an authentic source, after the lull in the fighting, the Consular Body at Ichang met the two opposing Commanders with the object of effecting a truce, in view of the pending conference between Hupeh and Hunan.

General Wu Pei-fu's subordinate Commander was inclined to consent, but the Szechwan Commander said it would be necessary to refer to his G.O.C., at present at Kweifu. The Consuls have proceeded thither by gunboat.

No change in the situation is reported from Ichang to-day, and the landing parties from the warships will remain as long as the present situation continues.

CONFLICTING REPORTS FROM CHANGSHA.

PEKING GOVERNMENT SURE OF CAPTURE.

PEKING, September 2nd.

Telegraphic communication between Hankow and Changsha is interrupted with the result that very conflicting reports are being received with regard to conditions at the capital of Hunan. A wireless message sent by a Japanese gunboat at Changsha to Hankow says that "Kwangsi reinforcements have arrived at Hunan." As Kwangsi, though virtually beaten, is still in sympathy with the North, this message is not clear, though it is possible that Kwangtung reinforcements from Kwangsi may have reached Hunan. On the other hand, according to Chinese official reports General Chen Kuang-yuen, Tugun of Kwangsi, sent General Fung Pan-jen and General Hsiao An-ko to attack Changsha, and on the 1st inst. General Hsiao's forces had reached the suburbs of Changsha City. Another telegram, received through railway channels, says that the 24th Chihli Division, commanded by General Chang Fu-lai, is now in the vicinity of Changsha and is co-operating with General Hsiao's forces. The capture of Changsha is now looked upon as assured by the Chinese Government, and it is reported that General Tiao Kun has requested the appointment of General Hsiao An-ko as Acting Tugun of Hunan.

General Chao Heng-ti recently circulated a message to the provinces, public bodies and foreign representatives in China, which reached Peking by mail, saying that General Wu Pei-fu had asked for three days' armistice, to which General Chao agreed, but that during the term of the truce General Wu's forces attacked and captured Yochow. General Chao in this communication, asks for assistance against General Wu, "on the ground that the latter had captured Yochow by unfair means. Independent reports from Hankow, however, go to show that General Wu Pei-fu strictly observed the truce to the end of the period and that the Hunanese were the first to take the offensive subsequently with a movement in the direction of Wuchang.

HEAVY FIRING AT ICHANG.

CRITICAL SITUATION.

HANKOW, September 6th.

A wireless message reports that there was heavy firing last night at Ichang, and shots fell intermittently on the Bund from the Szechwanese forces in the hills behind the city.

The apparent object of the Szechwanese is to obtain possession of \$3,000,000 of salt revenue which is at present on its way to the Central Government. It is very doubtful whether its defenders will be able to hold Ichang. Many Chinese are coming down the river from Ichang. A number of Japanese and "Taikoo" lighters have been plundered at Yuen-king, on the Tung Ting Lake, by wandering soldiers.

U.S. NAVAL HOSPITAL AT YOKOHAMA.

ORDERED TO CLOSE REVOKED.

The *Japan Gazette* understands that a cable has reached Surgeon-Captain Spear, in command of the U.S. Naval Hospital, on the Bluff, at Yokohama, from the State Department in Washington, revoking the order for the closing of the Naval Hospital, and stating that the institution is to continue as in the past. Captain Spear will remain at his present post, and he and his staff will "carry on" as usual.

AMBER GLASSES.

Amber lenses have proved to be most efficient for out-door wear in the tropical sun. All irritating light rays are absorbed and the result is a restful feeling to the eye and a relief from the white glare. Amber lenses are especially recommended to those whose work takes them in the sun. Army officers find them indispensable on the range; persons contemplating a sea voyage will find these glasses almost a necessity. Amber lenses of any prescription in either regular or Toric forms are manufactured by The Hongkong Optical Co., Successors to Clark & Co., Scientific Opticians, located in Queen's Road Central—Advt.

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BECAUSE

ONE OUGHT.

HAI HAI!

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WOPING THEATRE TRAGEDY. UNANIMOUS VERDICT OF "NOT GUILTY."

THE JUDGE'S SUMMING-UP.

There was a larger concourse of Chinese than ever at the concluding stages of the trial of Young Ko, yesterday. The Acting Chief Justice (His Honor Mr. Justice Gompertz) summed up the case to the jury and the summing-up occupied two hours. After an absence of twenty-five minutes the jury returned to the Court and the Foreman announced that they had reached a unanimous verdict of "not guilty." The prisoner was, accordingly, discharged and was accompanied past the theatre by a large crowd, which, however, made no demonstration.

The jury of seven was composed as follows:—Messrs. Robert Gray (foreman), C. E. Tavares, V. E. V. Ribeiro, R. S. Judah, J. J. Gutierrez, F. M. Xavier and D. J. Outhill.

The Attorney-General (The Hon. Mr. J. H. Kemp, K.C.), conducted the case for the Crown, and Mr. F. C. Jenkin (instructed by Mr. D. F. Lewis, of Messrs. Johnson, Stokes & Master) appeared for the prisoner. Mr. A. E. Hall watched the case on behalf of the deceased's relatives.

THE SUMMING-UP.

The Judge, after complimenting the jury on the attention they had devoted to the evidence, said that the case seemed to fall under three headings: (1) the identification, (2) the pink ticket, and (3) the pursuit. After dealing with certain preliminary points, the Judge said he wished to congratulate the learned counsel for the prisoner on the very able, painstaking and self-exhausting defence he had put up, but he had one comment to make. He had understood counsel, in the heat of his address, to suggest that if the prisoner had been a prominent European the case would not have been conducted in the way it had been. He understood Mr. Jenkin also to complain that evidence had been admitted at him. The Judge indicated that he disagreed with Mr. Jenkin, on that point.

When evidence of any kind bearing upon the case was discovered by the Crown it was not only the right but the duty of the Crown to bring it into Court. Very often it was quite uncertain whether this evidence would go for or against the prisoner, but at any rate it was for the Crown to lead it in. The Judge mentioned an incident in the Crippen case in this connection.

"I have sat in this Court for many years," said the Judge, "and I have never heard it suggested that, when it came to even justice between man and man, the Attorney-General, as representing the Crown, ever treated the nationality of the prisoner as something that would prejudice him. If he did so he would be unworthy of his position, and if the Judge on the bench allowed it, he would be unworthy to be one of the King's Judges. This case has been presented to you with conspicuous fairness and I resent, very much, the imputation that anything has been done against this man—a Chinaman of low estate—that would not have been done in the case of any man standing in the dock."

The Judge discussed the evidence under his first heading identification and remarked that the case for the Crown, in this respect, seemed to rest on one man's identification. If the case stood on that alone he would tell them that it would be very dangerous to rely on one witness, especially as one of the other witnesses picked out a man with features similar to the prisoner's.

As to his second division of the case—the theatre ticket—the Judge advised the jury that they might find, either, that this told in favour of the Crown, or of the defence, or they might regard it as what was called, in common parlance, a "wash-out." If they found it to be a point against the Crown it would, of course, lead them to regard the rest of the evidence against the prisoner, or at any rate the Chinese evidence, with suspicion. If they decided the point in favour of the Crown, it went as far as to show that either the prisoner, or someone connected with him, had the idea of going to the theatre that night, and of sitting in a position very near the spot occupied by the man in the white long coat, or whoever it was who shot the actor.

The Judge next dealt with the third branch of the case—"The Pursuit," which, he said, was the backbone of the case. He reviewed, in detail, all the evidence bearing on this matter. "It is for you to say," said the Judge, "do you find, as a matter of fact, that the story of C100 is true; that he saw one man, and one only, standing in a long coat, in front of the stalls in the theatre; is that the man whom Sin Chuen (C100) chased and nearly caught at the steps; who went up the steps, pulling off his coat; who passed the door-keeper with his coat on his arm; who threw down coat and pistol in the lane; who fled, climbing over the bamboo gate, almost caught again by Sin Chuen; who cleared the gate and was never lost sight of by Sin Chuen until he was caught. That is the real issue in this case. If you find that the pink ticket was 'planted,' and that there was great suspicion on many witnesses, if, in spite of that, you find, on the evidence of the pursuit as a whole, that the prisoner was the man who fired the shot, you are entitled to convict."

After the jury's verdict had been given, as stated above, and the prisoner had been discharged, the Judge, addressing the jury, said:—Gentlemen: I wish to say to you that you have given a great deal of care and attention to this case, and the Attorney-General and counsel for the defence wish to associate themselves with me in thanking you for the care you have taken. You will all be excused from jury service for five years—until March 1st, 1927."

THE SANITARY BOARD. NOTIFICATION OF INFECTIOUS DISEASE.

A meeting of the Sanitary Board was held yesterday afternoon. Mr. G. E. Sayer presiding. There were also present: The Director of Public Works (the Hon. Mr. T. L. Perkins) Dr. W. V. M. Koch, Mr. C. G. Alabaster, Mr. Chou Shou-sen, Mr. S. W. Tso, Dr. E. M. Ozorio, the Medical Officer of Health (Dr. Pearce) and the Secretary (Mr. C. M. W. Reynolds).

The CHAIRMAN brought forward a question with reference to procedure in removals to isolation hospitals of infectious cases. He said the bye-laws as to notification and removal were not very clear, but, for all practical purposes, it would be enough if the medical profession were notified and asked to help the Medical Officer of Health by ordering an infectious diseases notification to the effect that the patient could safely be treated at home, if such were the case. Would some member move that an official letter be sent by the Board to medical practitioners asking them to help in that way?

Dr. KOON suggested that inconvenience would be avoided if a statement to the desired effect were printed on the notification form, so that the medical practitioner could sign it, if it applied.

The CHAIRMAN said that to do that it would be necessary to amend the bye-laws, making omission an offence, and the object of his suggestion was to avoid that.

Dr. OZORIO believed that the medical practitioners of Hongkong were doing what was required in this matter.

The MEDICAL OFFICER OF HEALTH said that some invariably informed him, but some forgot to do so. The omission involved delay, because he had to visit and find out if the patient was too ill to be removed or not. Perhaps the patient said his medical adviser had approved his remaining at home. In that case, the statement had to be verified by reference to the practitioner concerned, and that meant further delay.

Mr. ALABASTER: Some of it could be avoided by the use of a telephone.

Dr. PEARCE: Medical men, naturally, are away from their offices as often as they are in.

It was agreed, on the proposition of the CHAIRMAN, seconded by Mr. S. W. Tso, to send a letter to the medical practitioners of the Colony in the sense indicated.

SPORT. WATER POLO.

The V.R.C. defeated the Wilts, yesterday evening, by 5 goals to 1.

The losers played a good game, and, while covering, Busschaert let in Hall and Watson, who each scored on two occasions. Busschaert scored the other goal.

H.M.S. Tamar did not turn out, and the points were given to the U.A.C.

Game for this evening: 5.30 p.m.—Lusitano v. R.G.A.

GOLF.

The Bogey Pool Competition played over the Old Course at Fanling last weekend was won by Mr. W. W. Mackenzie (10) who returned a card of "one up" on "Bogey."

INTERPORT LAWN BOWLS.

This match is to be played on the Police ground on Saturday next. The teams are:

SHANGHAI. HONGKONG.
J. Shaw. J. Clark.
D. McAlister. G. Gerrard.
S. Marks. J. Hamilton.
J. R. Tweedie. J. Ferguson.
H. P. Launder. P. Hodley.
A. J. Brown. W. Russell.
J. Koefe. J. McLaughlin.

The Hongkong Lawn Bowls Association, under whose auspices the Interport Match is being held consists of Messrs. R. M. Dyer (President), H. N. Mody (Vice-President), Mr. D. Harvey (Chairman), Mr. W. Stanley (Hon. Treasurer), and Mr. J. J. Blake (Hon. Secretary).

The Entertainment Committee consists of Mr. D. Harvey (convener), Mr. Farrell, Mr. Davison, Mr. Bassa, and Mr. Russell.

The fixtures arranged for the various clubs each day, at 3 p.m., are as follows: K.C.C.—Wednesday, 15th inst. K.B.C.—Thursday, 15th inst. Taikoo.—Friday, 16th inst. Interport.—Saturday, 17th inst. Civil Service Club.—Monday, 19th inst. Police Club.—Tuesday, 20th inst. Craigengower Club.—Wednesday, 21st inst.

GOLF CLUB LIBRARIES.

HONGKONG'S EXAMPLE.

The Royal Hongkong Golf Club is doing a very sound thing in deciding to establish golfing libraries at each of their clubhouses, remarks the N.C. Daily News. Shanghai might well follow suit. For instance not so very long ago one of our local golfers wanted to find something about the historic golf match played at Montrose at dead of night for £500 a hole between two of the neighbouring lairds. He looked through the club's library, and in the course of his search found a book on static, dynamic and kinetic energy but nothing about the midnight match. Doubtless if the golfer knew enough about these matters dynamic and kinetic energy, properly applied, would assist his golf, but it is to be doubted whether many of them do. It would be much more interesting to have something readable about the game. The Hongkong Club has asked members to assist in the formation of these libraries, and it seems a thoroughly good idea which might be adopted elsewhere with advantage. For instance there are many men who have learned their golf out here and when going home on furlough want to visit some of the best courses. They are often at a loss, and a decent library would help them no end.

HONGKONG TECHNICAL INSTITUTE.

EXAMINATION RESULTS JUNE, 1921.

The following students were successful in the Hongkong Technical Institute examinations held in June:—

Alarackia, M. Shorthand (50) Spd. P.
Alarackia, S. Shorthand (50) Ele. P.
Alarackia, S. Shorthand (50) Beg. P.
Antoniou, J. B. Shorthand (50) Beg. D.
Barretto, F. Shorthand (50) Beg. D.
Bell, R. B. Shorthand (50) Ele. D.
Briggs, N. Shorthand (50) Ele. D.
Braga, N. Shorthand (50) Ele. D.
Chan Chi-wan Shorthand (50) Ele. D.
Chan Chi-wan Shorthand (50) Ele. D.

Chan Chung-shan English Book-keeping (11) P.
Chan Ping-ai Teachers' (Men) (11) P.
Chan Shiu-to English (11) P.
Cheng Man-to Teachers' Vern. (Wom.) (11) P.
Cheung Kwai-kwan Teachers' Vern. (Wom.) (11) P.
Cheung Si-ang Teachers' Vern. (Men) (11) P.
Chin Tsom-ming Teachers' Vern. (Men) (11) P.

Chiu Hon-chun English (11) P.
Chiu Yau-por Teachers' Vern. (Wom.) (11) P.
Chung Shik-yun Teachers' (Men) (11) P.
Devastion, L. M. Teachers' (Men) (11) P.
Fung Pak Teachers' (Men) (11) P.
Fung Pak-kong Teachers' (Men) (11) P.
Fung Suk-kong Teachers' Vern. (Men) (11) P.

Fung Tsun Building Constr. (11) D.
Garrod, S. H. French (11) P.
Ho Chung-hon Teachers' (Men) (11) P.
Ho Tung, I. French (11) D.
Ho Tung, I. Chemistry, Prac. (11) D.
Ho Tung, I. Chemistry, Theo. (11) P.
Hui King-shun Teachers' (Men) (11) P.
Hui King-shun Teachers' (Men) (11) P.

Ip Tim-sien French (11) P.
Jacobson, R. Electricity (11) D.
Knight, A. E. Electricity (11) P.
Ku Lung-mau Teachers' Vern. (Men) (11) P.
Kwok Kai-fat Teachers' (Men) (11) P.
Kwok Kai-fat Teachers' (Men) (11) P.
Kwok Kai-fat Teachers' (Men) (11) P.

Lau Pak-wai English (11) P.
Lau Pak-wai Teachers' Vern. (Wom.) (11) P.
Lau Suk-ying Teachers' Vern. (Wom.) (11) P.
Lau Yau-kin Physics (11) P.
Lee Shee-ait Physics (11) P.
Lee Shui-kai Teachers' (Men) (11) P.
Lee Tse-woon Shorthand (11) P.
Leung, A. Teachers' Vern. (Wom.) (11) P.

Leung Hui-cheung Building Constr. (11) D.
Leung Kin-shu Chemistry, Prac. (11) D.
Li Hing-shun Shorthand (11) D.
Li Hing-shun Teachers' Vern. (Men) (11) P.
Li Wing-ling Teachers' (Men) (11) P.
Lo Sin-hing Teachers' Vern. (Wom.) (11) P.
Lo Yuet-lan Teachers' Vern. (Wom.) (11) P.

Lui Shuet-ying Teachers' Vern. (Wom.) (11) P.
Miao, A. K. English (11) P.
Mok Pan-yuk Shorthand (50) Ele. P.
Mok, William Shorthand (50) Beg. P.
Murray, B. J. Book-keeping (11) D.
Newham, H. D. Building Constr. (11) D.
Ng Tai-an Teachers' Vern. (Men) (11) P.

Nuttall, E. Shorthand (11) P.
O'Callaghan, T. J. Book-keeping (11) P.
Penna, L. English (11) D.
Pugh, W. L. Shorthand (11) P.
Shiu Hing-ming Building Constr. (11) D.
Singh, H. Teachers' (Men) (11) P.
Su Ping-shueg Shorthand (11) P.

So Yau-kwai Teachers' Vern. (Wom.) (11) P.
Spinks, B. E. G. Book-keeping (11) P.
Tam Tak-kwong Teachers' Vern. (Wom.) (11) P.
Tam Yam-yuek Chemistry, Prac. (11) D.
Tam Yam-yuek Chemistry, Theo. (11) P.
Tong Chak-chung Teachers' (Men) (11) P.
Tse Sing-na Teachers' Vern. (Men) (11) P.

Tao Yik-fong Electricity (11) P.
Tao Yik-fong Chemistry, Theo. (11) P.
Tao Chak-chun Book-keeping (11) P.
Tao Chak-chun Shorthand (11) P.
Tao Chak-chun Teachers' Vern. (Wom.) (11) P.
Tung Lau-ching Teachers' Vern. (Men) (11) P.
Tung Lau-ching Teachers' Vern. (Men) (11) P.

U Kwok-ming Chemistry, Prac. (11) P.
U Kwok-ming Chemistry, Theo. (11) P.
Wan Pak-lim Teachers' Vern. (Men) (11) P.
Whittaker, E. Electricity (11) P.
Wilkinson, L. Shorthand (50) Spd. P.
Wong Chow-soi Teachers' (Men) (11) P.
Young Chak-man English (11) P.
Young Sau-wa Teachers' Vern. (Wom.) (11) P.

Young Wan-tun Teachers' Vern. (Wom.) (11) P.
Young, A. French (11) P.
P. Passed.
D. Distinction.

THE P. AND O. BANKING CORPORATION.
Lord Inchcape has circularised the shareholders of the P. and O. Banking Corporation stating that the House of Commons has decided to refund £27,500 to the company.

MOTOR PROSECUTIONS. FINES FOR EXCESSIVE SPEED.

Before Mr. R. E. Lindsell, at the Magistrate's yesterday, the driver of motor car No. 117 was summoned for using a "chicken" horn, and for speeding.

Inspector Garrod said the Captain Superintendent of Police had no objection to the use of any device other than the Klaxon or the ordinary electrical horn, outside the city, but there was a regulation prohibiting the use of chicken horns within the town.

Sergeant Dixon stated that defendant passed the cemetery in Happy Valley at the rate of 30 miles an hour. There had been several minor house collapses in the neighbourhood recently, and on the day in question a number of women were removing debris from the road.

The Magistrate remarked that the road was narrow and had several sharp bends; moreover, it was in a control area. He fined defendant \$5 for the first summons and \$20 for speeding.

EXCESSIVE SPEED.
The driver of motor car No. 370 was summoned for driving at an excessive speed.

Defendant said he was travelling at a little over 10 miles an hour.

Sergeant Smith said that, on the afternoon of September 3rd, the defendant's car passed him at the Ming Yuen gardens at a speed of 25 miles an hour. He followed defendant on his motor cycle, and when he stopped the car his own speedometer registered 25 miles an hour.

The Magistrate, to Sergeant Smith: It is suggested by the owner of the car in a letter sent to me that you got "sore" because his car passed you. Were you annoyed?

Sergeant Smith gave a negative reply and said that in fact he served to one side to allow the car to pass.

Asked by the Magistrate if his master was in Court, defendant said his master was too busy and could not attend.

A fine of \$25 was imposed.

"TO OVER-AWE THE SUN" YAT SEN FACTION.

PEKING CABINET AND THE CENTRAL YANGTZE WAR.

PEKING, September 13th.

With reference to the existing peace negotiations between Wu Pei-fu and Chao Hui-tai at Yochow, it is reported in Chinese official circles that the Central Government does not concur in the ideas of Wu Pei-fu concerning the conclusion of regional peace between the Liang-Hu Provinces, on the ground that this is the best opportunity for launching a big military expedition against the Sun Yat-sen party in Canton and Hunan.

The Prime Minister, General Chao, is quoted as having wired to Tsoo Kun at Peking deprecating peace negotiations chiefly because the mere cessation of hostilities between Hunan and Hupeh will not improve the Chinese situation in the slightest degree, and that China can never be united, through the medium of tedious negotiations either at Yochow or any other place, previous to the convocation of the Washington Conference in November this year. Hence, with concurrence of the President and the War Lords of Peking and Mukden, the Cabinet has despatched an urgent telegram to Wu Pei-fu and Hsiao Yao-nan suggesting that after the victory of the Chihli troops at Yochow, the military success should be pushed as far as Hengchow, Hunan, to overthrow the Sun Yat-sen faction in Kwangtung, forcing the Canton Administration to sue for peace with Peking, otherwise, the Liang-Kwang Provinces must be conquered by force of arms.

This means the adoption of the east-off military policy of Premier Marshal Tuan Chi-jui, whose campaign was obstructed by Wu Pei-fu in the winter of 1917, on account of the antagonism which existed at that time between Marshal Tuan, ringleader of the Anfu faction, and ex-President Feng Kuo-chang, ringleader of the so-called Chihli faction; but now the times are changed and it is believed that with an ample supply of funds and firearms, Wu Pei-fu can be induced to break off his so-called peace discussion with Chao Hui-tai, by whatever excuses, and then pursue his military success to Hengchow via Changsha. This is the life-or-death scheme of the Chin Cabinet whose chief policy is the reunification of the whole country. Wu Pei-fu's obedience to this policy means the prolongation of the life of the Government and also the possibility of the organization of an All-China Cabinet by General Chao after the destruction of the Sun Yat-sen or Kuomintang party in Canton.

It is the belief of certain high and responsible Government authorities that the defeat of Sun Yat-sen will immediately bring domestic reunification to China because, for the protection of their personal interests, the leaders in the various provinces will at once rally to the wings of Peking and then there will be no dispute or discordant voice about the nomination of Chinese delegates to the Pacific and Far Eastern Conference. In view of the past failures of Tuan Chi-jui, it remains to be seen whether Peking can carry militant policy into effect without foreign financial assistance even if Wu Pei-fu agrees to lead an expedition against the South.

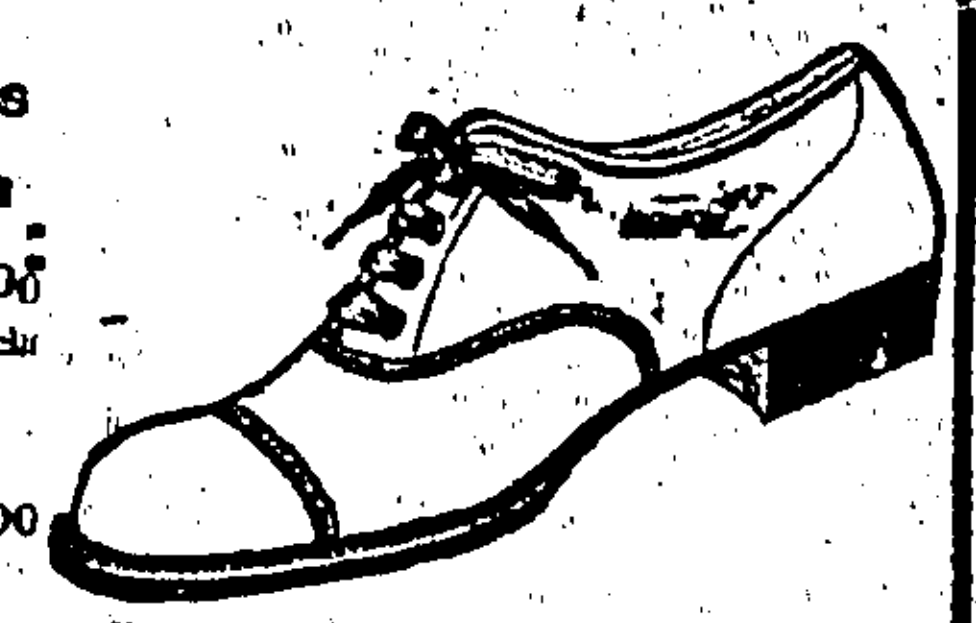
The Doorn Municipal Council assailed the ex-Kaiser for an income of £350,000. The ex-Kaiser protested against this assessment on the plea that his income does not exceed £150,000, and since he is staying at Doorn against his will, he believes that he ought to be altogether exempted from paying taxes. The majority of the Council, however, believes that the ex-Kaiser's income cannot be lower than has been estimated, in view of his style of living and the size of his retinue.

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WE HAVE JUST RECEIVED
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OF OAKMORE, THE ALL-
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SIZES. BLACK AND BROWN.
BOX CALF OR GLACE KID.

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TO
\$30.00



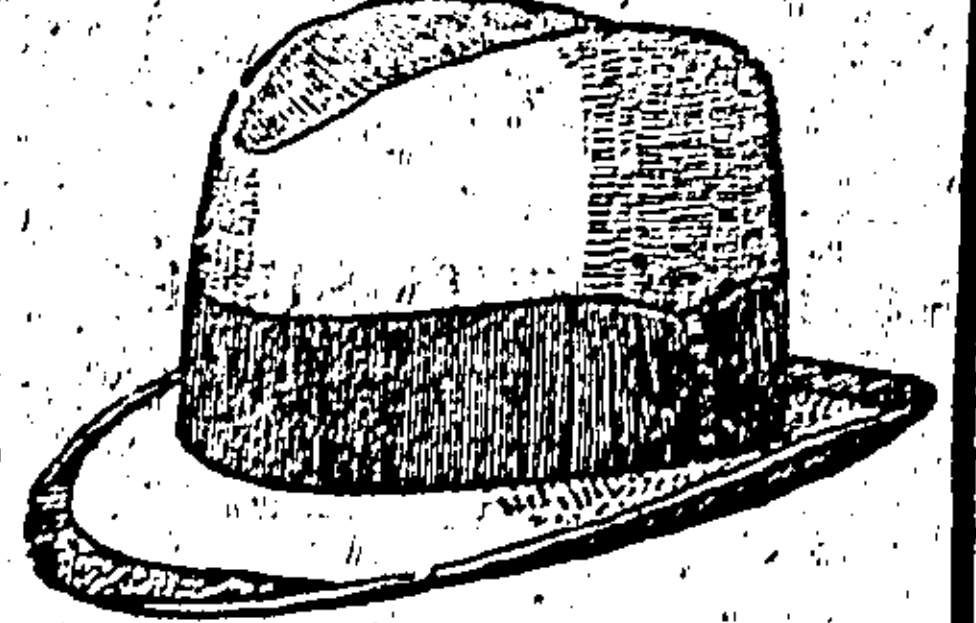
WE SPECIALIZE IN McAFEE'S
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GEORGE DUNCAN, GOLF
CHAMPION OF THE WORLD.

WE ALSO SPECIALIZE IN DRESS
SHOES AND PATENT PUMPS.
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DOBBIE McINNES LIMITED.
ENGINE INDICATORS
EXTERNAL PRESSURE SPRING TYPE DESIGN NO. 1.
Recommended for High Speeds and Pressures | For use with Superheated Steam
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For all purposes where highest accuracy is required.
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NEW STOCK
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NEW STOCK
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FELT HATS
MADE BY
Messrs. GLYN & Co.
Just Unpacked.
These include the Latest London Styles in
Gentlemen's soft Felts, Caps and the
Popular Velour in all the newest
colourings.
PRICES ARE SLIGHTLY LOWER.



NEW ADVERTISEMENTS

NOTICE OF REMOVAL.
THE BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that the BANK OF EAST ASIA, LIMITED, will remove on MONDAY, SEPTEMBER 19th, to their New Premises, No. 10, DES VOUX ROAD, CENTRAL, Hongkong, September 14th, 1921. 1441

WANTED.

CHIEF OFFICER AND CHIEF ENGINEER for the Motor Ship "TECK LEE" about 140 tons register. The "TECK LEE" will trade between Siam, Straits, Java and China carrying rice outwards and General Cargo homewards. Chief engineer should have a good working knowledge of Diesel Motors, the guarantee Engineer will sail for some time. Apply with copies of testimonials etc., to the Owners, Messrs. BEBLI & COMPANY, LIMITED, Bangkok, Siam. 1443

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"EUMAEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 13th Sept. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 19th Sept. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 3rd Oct. or they will not be recognized. No fire insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 12th, 1921. 1443

BANQUE INDUSTRIELLE DE CHINE.

IT IS HEREBY NOTIFIED for the information of those who have deposited with this BANK FRENCH GOVERNMENT BONDS OR INTERIM CERTIFICATES for such Bonds for safe custody, or who have deposited interim certificates of the Credit National Bonds to be exchanged for permanent Bonds, that the following telegram has been received from Paris in connection with such Bonds:

"Administrateur, Reglement Transactional states Bonds deposited for safe custody at the disposal of Clients where there is no debit account or legal difficulty."

The undersigned will be pleased to transmit instructions from Bondholders to the Administrator at Paris or to the disposal of the Bonds. It is requested that when communicating with the undersigned the numbers of the Bonds be quoted.

E. A. M. WILLIAMS,
Special Manager,
BANQUE INDUSTRIELLE DE CHINE.
Hongkong, September 9th, 1921. 1434

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men 2, the Mercantile Marine and H.M. Navy. Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, on the 1st Floor. Private Cabins and beds in Dormitories. Motor Launch "Dayspring". 68.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 24, D'Aguiar Street, Telephone No. 2332.

WEEKLY AUCTIONS.

TUESDAYS:—

MISCELLANEOUS GOODS.

THURSDAYS:—

VALUABLE

HOUSEHOLD FURNITURE

SATURDAYS:—

EXCELLENT

HOUSEHOLD FURNITURE. 72

The demand is for

GOOD STAMPS

in good condition

WE HAVE THE SUPPLY

Our Stock of all Countries is strong, and not to see the selection of our Stamps is to miss a large "pick" of the Stamp Market.

GRACA & CO.,

Dealers in Postage Stamps, Philatelic Goods, Religious Books, Garden Seeds, Toys, etc.

No. 10, WYNDHAM STREET,

HONGKONG.

P.O. Box 520.

INTIMATIONS

KOWLOON-CANTON RAILWAY.

NOTICE.

THE Public is hereby notified that the Time-Table will be revised on and from FRIDAY, the 16th September, 1921. Copies may be had on application.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, September 12th, 1921. 1438

NOTICE.

WE have This Day REMOVED to the Second Floor of St. George's Building above Messrs. Shewan, Tomes & Co. Entrance on Chater Road.

Dated the 1st September, 1921.
GEO. K. HALL BRUTTON & CO.
(1379)

HONGKONG CLUB.

NOTICE.

THE FIRST YEARLY DRAWING OF THE TWENTY DEBENTURES of the HONGKONG CLUB (1920 issue, \$500 each) was held in the Club House on Thursday, the 8th September, 1921, when the following Debentures were drawn for Redemption:—

28	100	442	603
48	139	487	635
68	178	495	743
79	295	552	805
80	354	601	820

and will be payable at the Hongkong & Shanghai Banking Corporation on Friday, the 30th September 1921, in exchange for surrender of same.

By Order,
A. H. ABEAS,
Secretary.
Hongkong, September 8th, 1921. 1434

SIXTH NIGHT SWIMMING

FETE

at the

VICTORIA RECREATION CLUB

on

FRIDAY, the 16th SEPT., commencing

at 9 o'clock sharp.

INTER-PORT TRIALS. Open Events and Service Races (See Posters).

CLUB BAND IN ATTENDANCE.

Admission:—

Members, Ladies, Sailors and Soldiers, 50 cts. Non-Members, \$1.

Reserved Seats can be Booked at the Club at \$1.50 each.

Late Tram to Peak.

R. C. WITCHELL,
Hon. Secretary. 1439

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per Share for account 1921 will be payable on MONDAY, the 19th September 1921. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 10th September 1921, to MONDAY, the 19th September 1921, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, September 3rd, 1920. 1405

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that with reference to the Special Resolution passed and confirmed at Extraordinary General Meetings of the above Company held on the 13th and 31st days of August 1921, regarding the division of the above Company's share capital from shares of the denomination of \$50 each into shares of the denomination of \$10 each, in order to enable such Special Resolutions to be carried into effect, it is necessary that shareholders should forthwith forward to the undersigned the Share Certificates in respect of their respective holdings of shares in the Company in exchange whereof the undersigned will, upon receipt of such Share Certificates, forward to the respective holders thereof written acknowledgments of the receipt thereof.

When the new Certificates in respect of the division of the shares of the denomination of \$10 each as aforesaid are ready, Notice thereof will be given to shareholders and such new Certificates will be obtainable by shareholders upon application to the undersigned at the Company's Registered Office in Hongkong Hotel, Pedder Street, Victoria Harbour, in exchange for the above mentioned acknowledgments.

Dated this Seventh day of September, 1921.
For THE HONGKONG HOTEL COMPANY, LIMITED,
H. N. BEAUREPAIRE,
Secretary. 1417

DAIRY FARM NEWS

BUTTER

Our "DAISY" BUTTER at \$1.35 per lb is the best imported butter from any part of the world. Its texture and keeping qualities cannot be excelled.

Our "DAIRYMAID" BUTTER at \$1.25 per lb is equivalent in quality to any other fresh butter sold by other stores.

We deliver orders to any part of the Colony.

THE DAIRY FARM, ICE & COLD

STORAGE CO. LTD. 53

INTIMATIONS

ST. STEPHEN'S COLLEGE.

(29, Bonham Road, Hongkong).

THE COLLEGE will Re-open on MONDAY, SEPTEMBER 19th. EXAMINATION of New Students will be held at 9 A.M. on SATURDAY, SEPTEMBER 17th. 1357

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office 20, Des Vaux Road, on FRIDAY, SEPTEMBER 30th, at Noon. The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 30th of September both days inclusive. DOUGLAS LAFRAIK & CO., General Managers, Hongkong, September 9th, 1921. 1445

NOTICE.

IN RE ESTATE OF HERBERT TAYNTON FOOD, Deceased.

WHEREAS Letters of Administration in the above Estate were granted on the 17th August, 1921 by His Britannic Majesty's Consular Court at Canton to the undersigned, notice is hereby given to all persons having Claims against the Estate of HERBERT TAYNTON FOOD, deceased, late Engineer-in-Chief of Canton-Kowloon Railway, to present the same, with vouchers, to the undersigned at Canton, China, on or before the 30th October, 1921, after which date no claims will be admitted, and all persons owing debts to the deceased are hereby notified to make payment to the undersigned by the same date.

WILLIAM MURRAY STRATTON,
Administrator,
C/o CANTON-KOWLOON RAILWAY,
Canton. 1430

OIL PLANTS & LIGHTER FOR SALE

TENDERS are invited for the purchase of a V.D. Anderson Motor Driven Expeller Oil Plant and other accessories complete, also one wooden Lighter "WO LEE" equipped with oil tanks, carrying capacity about 125 tons more or less. Tenders must be sent in sealed envelopes marked on the outside Tender for "OIL PLANT" or "WOODEN LIGHTER" as the case may be and must be addressed to the undersigned before the 14th day of September, 1921. The Special Manager does not bind himself to accept the highest or the lowest tender.

The undersigned does not warrant or guarantee the above description in any way but inspection and details concerning the Oil Plant & Lighters will be given to bona fide purchasers on application at the undermentioned address:—

E. A. M. WILLIAMS,
Special Manager,
BANQUE INDUSTRIELLE DE CHINE,
5, Chater Road,
Hongkong, September 7th, 1921. 1418

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for:—
Boxes CK, EX, LM, LN, LB, LT, LU,
LW, MA, MK, A, 50.

HOUSE or FLAT (preferably furnished) on Peak or higher levels wanted by Married Couple, from October or November. Write C, c/o Daily Press Office. 109.

FOR SALE.—STEWART TERRACE, Peak.—Apply to H. E. FOMLOCK, Princes Buildings. 97.

WANTED.—Married Couple require Small FURNISHED FLAT or Apartments, Mid-level or Peak. Willing to share small house. Apply Box M1, c/o Daily Press Office. 88.

WANTED FOR HONGKONG.

AN ASSISTANT SECRETARY, Certified Officer preferred; liberal salary to suitable man.

Applications (in writing) to:—
THE CHINA OFFICERS' COAST GUILD,
4B, Peking Road,
Shanghai. 1433

TO LET.

GODOWN at Yuenai.
For particulars apply to:—
THE HONGKONG LAND RECLAMATION CO. LTD. 1148

TO LET.

GODOWN at San Shui Po near Comopolitan Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ore, etc. Marine Lot; approached either from land or water side. For particulars apply to:—
W. G. HUMPHREYS & CO. 1324

FOR SALE.

"KENNIS" THE PEAK RURAL BUILDING LOT NO. 117, Area 12,956 Square Feet, contains:—
GROUND FLOOR—Large Drawing and Dining Room—Wide enclosed Verandahs.
FLOOR—Pantry—Store Room, etc.
FIRST FLOOR—Two large and one smaller Bedrooms—Two Dressing Rooms—Three Bath Rooms.
BASEMENT—Furnace for Heating—Servants quarters at back.
A GARDEN LOT for a Tennis Court adjoining present small Tennis lawn at an annual payment of \$6 can be obtained. Apply:—
Box 1288,
Care of Daily Press Office. 1328

INTIMATION

Good for Ball-room floors.

Gives a fine smooth surface

for dancing.

WATSON'S WAX

IN POWDER.

In tins $\frac{1}{2}$ lb., 1 lb., and 2 lbs.

Prices \$1.25, \$2.00 and \$3.00

A. S. WATSON & CO. LTD.,

HONGKONG DISPENSARY

Phone No. 16.

HONGKONG OFFICE: 10A, DES VOUX RD., C.

LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 14TH, 1921

THE FAMINE SURTAXES.

There has been no official reply to the complaint, recently ventilated, that the Chinese Government is still continuing to collect surtaxes on the Customs duties and on railway and telegraph charges for the relief of distress caused by the great famine in the North, despite the fact that famine conditions are at an end and the relief organisations have ceased to function. We learn from a cable sent to the Chinese Government by its Minister in London that the Times has severely commented on the subject, and the Minister requests that "an authoritative account be mailed to him by all the responsible Government and public institutions which handled the famine funds, so that the Times and other British journals which have been misinformed by correspondents can be asked to make the necessary corrections with a view to the preservation of China's prestige." One would suppose that if the Chinese Government had a complete and satisfactory answer to the very serious allegations that are made it would have taken steps long ere this to have published it throughout the length and breadth of China. Briefly the allegation is that not more than one-third of the money collected by means of these surtaxes, imposed for the relief of distress caused by the great famine, has been actually expended on famine relief. It is possible that the Government may be able to formulate some sort of a statement which would present their actions in a better light than that in which they must appear while the allegations to which we have referred remain unanswered. It is at least evident that they have not entirely ceased to contribute to the relief of distress, for we read that the Finance Department of the Provincial Government of Shantung recently received a sum of twenty thousand dollars from the Government at Peking towards the relief

of distress caused by the bank of the Yellow River—China's "Sorrow"—giving way, involving very extensive loss of property by the peasantry. But we also read that "the people of Shantung are greatly dissatisfied with this insignificant contribution from Peking, on the ground that the Central Government is still collecting thousands of dollars in famine surtaxes on telegrams, telephones and postal services" and it is reported that the members of the Provincial Assembly will shortly introduce a Bill providing that all money collected from the above-mentioned famine surtaxes in Shantung shall be retained for the famine and flood victims in the province, "instead of going to swell the pockets of those military commanders who are killing the ignorant and helpless Chinese people in Central Yangtze Valley by hundreds every day for the elevation of their personal or private privileges." There is only too much reason to suppose that a very large proportion of the money raised by the surtaxes collected avowedly for the relief of distress caused by the great famine—and not for periodical calamities like floods which are almost an annual feature of the history of some part or other of China—has been diverted to the "coffers" of the military leaders who are continually demanding from the Government money for the support of some military enterprise. It would be interesting to know what sort of reply the Central Government has given to the telegraphic request of the Minister in London. On that, unfortunately, the messages from Peking are silent; but, sooner or later, the allegations that the Government has been diverting this money for military purposes, or for other purposes bearing no relation to the object for which the surtaxes were imposed, must be answered, or we shall find other provinces doing just what the Provincial Assembly at Tsinanfu is proposing to do. No wonder that the Chinese Press is paying so much attention at the present time to rumours of contemplated foreign control in certain directions. The seizure of railway revenues by General Wu Pei-fu recently would appear from what is said in the Chinese Press to have received much attention in Washington, especially from members of the Banking Consortium. One of the latest messages received by the Chinese Press is that "the argument is gaining force that in view of the deplorable situation in China and the unrestrainable power of the Chinese Super-Tuchuns and Tuchuns, it will be to the mutual advantage of Chinese and foreign investors to introduce a certain form of Sino-Foreign control of Chinese railways compatible with the existing conditions in China and with the national dignity of the wonderful Republic of the Far East." That argument would seem to be gaining force, too, in China—at any rate in the districts which are suffering from "the unrestrainable power of the Super-Tuchuns and Tuchuns."

The census taken in Vladivostok during July 11th, 12th and 13th shows that the whole population of Vladivostok consists 116,651 people, of which the Europeans are 78,505, Japanese 3,844, Koreans 4,922, and Chinese, 31,380.

The Police on Monday night at Hill Road, Pokfulam made the largest seizure of arms of recent times, together with several thousands of rounds of ammunition. Two women were charged before Mr. Lindell, yesterday, for being in possession. On the application of Mr. Leo Longinotto, who has been instructed for the defence, the case was adjourned for a week.

The Chinese Charge d'Affaires in Berlin has reported to Peking that the newly-appointed German Minister to China, Dr. Boys, is taking a large staff of consuls to China and expects to reach Peking in October or November. After the arrival of the new Minister, Mr. von H. Borch will remain as Chancellor of the German Legation because of his experience in Chinese affairs.

One of the latest Vladivostok papers received has a leading article which commences as follows:—"Vladivostok is at present passing through a period of unquiet that would disgrace the most revolutionary of the South American republics. Every evening during the last week there has been cases of bombing outrages and we do not open a morning paper without reading of attempts to destroy the railway line and of murders in the town itself."

During last week two cases of plague occurred in the Colony—both fatal. Three Chinese, also, died from influenza. There were three cases of paratyphoid fever, two British and one Chinese. Two of these patients came into the Colony from elsewhere. One case of enteric fever was also reported.

The West Coast in general, and the State Bank in particular, says the British North Borneo Herald, has suffered a severe loss in the death of Captain W. H. Mann, who succumbed to heart disease and acute pneumonia on August 20th in the Civil Hospital at Jesselton. The deceased served throughout the War in the Middlesex Regiment and retired with the rank of captain. He returned to his profession of banking and, at the end of 1920, gave up his career in London to join the newly formed State Bank of North Borneo and on arrival was appointed to the management of the Jesselton branch.

Many who remember Engineer, Captain Roome (now Rear-Admiral retired), who was in Hongkong, attached to the Naval Yard, when the war broke out, and was later transferred to Rosyth will be interested in the following report of the wedding of one of his sons:—There was a pretty wedding at St. Andrew's Church, Plymouth, on Thursday, when Miss Aileen Dorothea Montagu Lawrence Scott, elder daughter of Comdr. and Mrs. Scott, 4, Holyrood-terrace, The Hoe, Plymouth, was married to Lieut. Henry Stewart Roome, of H.M.S. Malaya, elder son of Engineer Rear-Admiral and Mrs. Roome of 91, Beaconsfield-road, Blackheath. There was a large number of people in the church, which had been tastefully adorned with palms. The service, which was choral, was conducted by Rev. H. H. Matthews, Vicar of St. Andrew's. The bride was given away by her father. The bridesmaids were Miss Beryl Scott, sister of the bride, and Miss Soltan, daughter of Lieut. Col. Altan, C.M.G., and Lieut. G. S. Roome, J.N., brother of the bridegroom, was "best man."

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

SHANGHAI PILOT KILLED.

SHANGHAI, September 12th. Captain P. Fenwick, a well-known Shanghai pilot, was killed instantaneously at Hangchow railway station.

ARMED ROBBERIES DROWNED.

SHANGHAI, September 12th. Two armed robbers detected by police and civilians jumped into the Whangpoo on Sunday morning, and were drowned. They had robbed a Chinese of \$1,000.

JAIL BREAKER CAUGHT.

SHANGHAI, September 13th. Mungie, one of the two American jail breakers, was captured yesterday afternoon clinging to a brake underneath a train about to start for Nanking. Norman is still at large.

SHANGHAI BANKRUPTCY.

A FRAUDULENT ASSIGNMENT. SHANGHAI, September 13th. The Cecil Humphreys bankruptcy was again before the Supreme Court yesterday. Assignment to a limited company was declared fraudulent. The bankrupt was not present and his whereabouts are not known. His liabilities are estimated at over half a million taels.

THE STRIPED TIGER.

CHINESE ORDER CONFERRED ON NAVAL OFFICERS.

The following decorations have been conferred by the President of the Chinese Republic upon British naval officers in recognition of their services during the war, and the King has given unrestricted permission to the officers concerned to wear them:—

Order of the Striped Tiger.—First Class, Adml. Sir A. L. Duff; Third Class, Capt. R. G. H. Henderson; Fourth Class, Com. N. A. Wodehouse and Paym.-Com. H. Miller; Fifth Class, Lieut. C. J. M. Ling and R. R. Stewart.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

September 13th, 9 a.m.
Cyclone or typhoon E. of Aparri less than 300 miles distant moving N.W. or N.N.W.

September 13th, 11 a.m.
Cyclone or typhoon S.E. of Formosa moving N.W. or N.N.W.

CABLES.

LATEST CABLES.
(THROUGH ROUTES' AGENCY.)

THE WAR IN ASIA MINOR.

GREEKS ON OUTSKIRTS OF ANKARA.

LONDON, September 13th.
Latest reports from Anatolia indicate that the Greeks and the Turks have fought to a standstill. The Greeks are on the outskirts of Ankara, but both armies need to be reorganised before further heavy fighting is possible.

CHARGE AGAINST "FATTY" ARBUCKLE.

HIS VERSION OF ACTRESS'S DEATH.

SAN FRANCISCO, September 13th.
"Fatty" Arbuckle has given the police his version of how Virginia Rappe, who was a beautiful girl, equally well-known in New York and the West, met her death. He says that she became hysterical after several drinks at a party, and began to tear off her clothes. The other guests tried to calm her by immersing her in a cold bath, but her condition worsened and she was removed to hospital, where she died.

On the other hand, the police and other statements differ widely. The doctor's autopsy shows that death was due to an internal injury, causing peritonitis. There were, also, external bruises. The exhibition of the Arbuckle film has been adversely affected.

UNEMPLOYED DISORDER BANCOS.

LONDON, September 13th.
Yesterday's disturbances in Liverpool centred round the Walker Art Gallery, which a crowd of some thousand suddenly attempted to rush the police guarding the gallery, who were surprised and overwhelmed. There was a sturdy conflict on the steps leading to the building, in the course of which a couple of hundred demonstrators won admission.

In the meanwhile, police reinforcements were hurried along. They drove back the main portion of the crowd and locked the gallery doors, thereby trapping the invaders, who endeavoured to escape. A melee ensued, the police freely using batons. When they secured the upper hand, the doors were reopened. A hundred of the invaders were injured and 100 arrested. Several peaceful visitors fainted.

EARLIER CABLES.

POLICE CHARGE WITH BATONS.
LONDON, September 13th.
In a recrudescence of unemployed disturbances at Liverpool, the police charged with batons. A hundred were arrested, many of whom were sent to prison and hospital.

THE AUSTRO-HUNGARIAN DISPUTE.

ATTITUDE OF HUNGARY.

LONDON, September 13th.
Foreign Office telegrams show that the attitude of the Hungarian Government as regards the Burgenland dispute continues to be most unsatisfactory. Hungary has replied to the Allied Note suggesting that the work of restoring order shall be entrusted to Hungarian troops. This is regarded as irrelevant and an abandonment of the previous disavowal of responsibility for the action of irregular bands.

The Austrians have, to-day, withdrawn from their zone. In the meanwhile, a state of alarm prevails among the frontier populations, and cattle are being driven inland.

It is felt in London that it is necessary to employ vigorous coercive measures to compel fulfillment of Hungary's obligations.

SOVIET PROCLAIMS MARTIAL LAW.

THOUSANDS OF STARVING CHILDREN FOR SIBERIA.

RIGA, September 13th.
The Soviet has proclaimed martial law at Bessarabia and in the Rumanian frontier zone. Forty-eight thousand hungry, half-naked children from the Volga district are stated to have assembled at Chelabinsk awaiting departure to Siberia.

GENERAL STRIKE AT ROUBAIX.

LILLE, September 13th.
Metal workers, municipal employees, and co-operative bakers at Roubaix struck to-day in sympathy with the textile workers.

HOME INDUSTRIES.

RECOVERY IN IRON AND STEEL BUT COAL QUIET.

LONDON, September 13th.
The British production of pig iron in August was 53,000 tons, as compared with 10,000 tons in July and 386,000 tons in March, before the coal stoppage. The production of steel ingots and castings in August was 432,000 tons, as compared with 117,000 tons in July and 353,000 tons in March. Forty-six blast furnaces were operating on August 31st as compared with 15 on July 31st and 109 before the coal stoppage.

Newcastle reports show that the number of idle collieries in the district has increased and production generally curtailed owing to a lack of foreign trade. Colliers are suspending work rather than incur heavier loss by selling at still lower prices.

FRENCH COAL INDUSTRY.

REVIVAL OF THE NORTHERN COLLIERIES.

PARIS, September 13th.
Northern France's collieries, which were systematically wrecked and flooded by the retreating Germans, are slowly emerging from the ruins. The output in 1912 was over 25,000,000 tons; in 1920 it was under four millions, which latter figure has been already exceeded for the first half of 1921. French colliers must assist substantially to help out British industry during the recent British miners' strike.—Havas.

INTERNATIONAL COURT OF JUSTICE.

LATIN AMERICA TO CLAIM THREE SEATS.

PARIS, September 13th.
Interviewed by the *New York Herald*, Senator da Cunha, the Brazilian delegate to the League of Nations, declared that if Mr. Elihu Root declined to be a candidate for the Court of International Justice, Brazil would reserve her vote. He said that Latin Americans would claim three seats on the tribunal.

GERMAN MISSIONARIES.

APPEAL TO METHODIST CONFERENCE.

LONDON, September 13th.
The question of German missionaries resuming work abroad was raised at the Methodist Conference at Westminster to-day, when a resolution was moved by a German delegate, Herr Bek, urging the Conference to seek ways and means to open a way for German missionaries to mission fields. The subject was referred to the Conference's business committee.

BRITISH HEAVY-WEIGHT CHAMPIONSHIP.

BECKETT DEFEATS MCCORMICK.

LONDON, September 13th.
At the Covent Garden Opera-House, "Joe" Beckett, beat Boy McCormick for the heavy-weight championship of Britain, the latter retiring in the twelfth round.

MIDLE LENGLEN'S ILLNESS.

POSTPONEMENT OF MATCH WITH MRS. MALLORY.

New York, September 13th.
Owing to the illness of Midle Lenglen, which forced her to default again after playing one set in an exhibition doubles match at Brooklyn, the match between Midle Lenglen and Mrs. Mallory has been indefinitely postponed.

UNEMPLOYMENT IN NEW YORK.

EXPECTED TO AFFECT A MILLION.

New York, September 13th.
It is reliably estimated that half a million unemployed men will be idle in New York this winter. The city authorities and charitable organisations are devising relief.

ELECTRICIANS' STRIKE.

BERLIN, September 13th.
Owing to a strike of electricians, the Berlin newspapers are unable to appear, tram is not running, and the supply of electric light has been suspended.

FRENCH AIR PORT.

PARIS, September 13th.
The air port at Le Bourget is showing increasing activity. During August 500 airplanes were used in conveying 2,500 passengers and 15 tons of sundry goods.

COMMEMORATION OF THE MARNE.

PARIS, September 13th.
Most of the nations, notably Great Britain, Japan, Spain, and the Netherlands, were officially represented at Meaux, at the commemoration of the Marne victory in 1914.—Havas.

EXPLOSION IN NOVA SCOTIA.

HALIFAX (N.S.), September 13th.
A terrific explosion shook the town when the Dartmouth oil tank blew up, following an outbreak of fire. So far, only one man is reported missing, but the damage to property is serious.

MARK'S LOW RECORD.

LONDON, September 13th.
The German mark touched a fresh low record to-day with 350 to the £1.

BAVARIAN CABINET RESIGNS.

MUNICH, September 13th.
The entire Cabinet has now resigned.

MANILA AS A PORT.

ENLARGEMENT OF FACILITIES URGED.

The following extract is from the *Manila Times*:

Pointing out the present incomplete and antiquated facilities of the port of Manila, H. B. Pond, vice-president and general manager of the Pacific Commercial Company, speaking at the Rotary Club luncheon in the P.C.C. building, advocated the enlargement of the port and the establishment of such facilities as will make Manila the great American terminal port and distributing centre of the Orient. He advocated the development of the northern port project as well as that of the present south bay.

Mr. Pond, talking of the port development project, said that the South Port cannot not satisfactorily accommodate inter-island shipping. He also pointed out that a great deal of freight comes from the northern provinces and that it would have to be transported across the river at great expense, to the south port ship terminals. A modern coaling depot is almost an impossibility in the south port, he declared.

The delays and the excessive expense of handling cargo kill Manila as a distributing centre and are a heavy burden to the people of these islands," he stated. "Manila in its port facilities should not be 20 years behind the times but 20 years ahead."

He thought that Congress should be asked to provide the \$40,000,000 to \$50,000,000 necessary to carry out the Whilham north port project, giving the United States permanent reservations for a commercial base in return. The carrying out of this project, he thought, would supply the terminal and distributing base which is necessary if the United States is to assume and maintain her proper place in the Orient. Great Britain has bases in Hongkong and Singapore; France in Saigon and Haiphong; Holland in Batavia, Soerabaya, and Macassar. Here is the only possible base for the United States; here is the logical terminal for American ships and the logical distributing centre for American merchants; from here American trade lines should be operated to other Oriental ports rather than, as at present, from other ports under foreign flags.

But outside of the port question, he added, Philippine merchants are not on a competitive basis with merchants at other Oriental ports for three reasons:—American merchants must pay double taxes.

2.—The sales tax of one per cent, on imported goods applies to these same goods when they are reexported.

3.—The application of the American coastwise shipping laws.

With the latter point, Mr. Pond added, many might not agree, but the measure has the effect of making rates of American vessels non-competitive, while they would be competitive at other Oriental ports.

Mr. Pond stated that thus far no organization has actively got back of the plans to expand the port of Manila and improve shipping conditions.

"If Manila is to be a factor in this great trade development, we here must do our part in arousing interest in the plan of making Manila America's Oriental base," he concluded.

DUTCH SHIPPING.

ACTIVITIES OF JAVA-CHINA JAPAN LINE.

The Java-China-Japan Line must surely occupy a unique position among shipping companies, states an Amsterdam correspondent in the *Financial Times*. Last year it secured a profit of over 100 per cent, on its capital and paid only 15 per cent dividend, the remainder of the profit being placed to reserve and depreciation. This policy has been followed so consistently that the company's tonnage appears in the balance-sheet at the absurdly low value of 10 florins per ton.

The Java-China-Japan Line maintains a regular service between Java and China and Japan, and since 1915 a line on the Pacific Coast was opened in conjunction with the Steamship Company "Netherland" and the Steamship Lloyd. The Company, which was formed in 1902, received for a period of 15 years a subsidy from the Government.

Before the war the company, with the exception of 1907, was able to pay regularly a moderate dividend on its share capital, but in common with all the other Dutch steamship companies, its great prosperity dates from the war, thanks especially to the intensive traffic on its service.

The year 1920, of course, was to a certain extent under the influence of the depression in the last half-year, and especially of the competition of the American Shipping Board, in consequence of which the sugar freight collapsed to pre-war levels. Nevertheless the profits of the company were more than 100 per cent, on the capital, out of which a dividend of 15 per cent was declared, while the balance was, as in previous years, wholly allocated to reserves and depreciation funds.

It will be understood that such a policy must lead to a unique position. In fact, the first of the Java-China-Japan Line of 60,000 registered tons figures on the balance-sheet at only 80 fl. per ton. Against the new building, comprising in all four ships with 38,000 registered tons, which probably will cost about 20,000,000 fl., the company has built up a reserve of not less than 12,000,000 fl. This will enable it to write down immediately the new ships to 300 fl. per registered ton—nearly 10 to the pre-war level.

Apart from this the company has formed special and insurance reserves, which amount to 10,000,000 fl. In fact, here is a shipping company with a capital of 5,000,000 fl. with a fleet comprising in all 69,000 registered tons, which figures on the balance-sheet at below pre-war level and commands reserves of about 10,000,000 fl.

THE OPIUM QUESTION.

CULTIVATION ONLY FOR MEDICINE.

CHINESE "FACE."

PEKING, August 28th.
Writing from Washington, on July 10th, to the Rev. A. Sowerby, General Secretary of the Anti-Opium Association, Peking, Mrs. Hamilton Wright, the leading American advocate of drug suppression, says, *inter alia*, that as the result of a big campaign in America the most influential was to present the Committee's report to the Council for action, "that public opinion in America demanded that if the League of Nations was to assume the responsibility for the opium question it must be prepared to see the thing through, irrespective of the material interests involved, and that it must insist upon the suppression of opium cultivation save for medicinal purposes."

The opium committee referred to above met under the League. There were eight representatives of the countries directly interested in the opium question and three Assessors on advisers, namely Mrs. Hamilton Wright, Sir John Jordan and M. Henri Brierley.

The result of the telegram from America was that Dr. Koo, when introducing the question at the Council early in July, pointed out that "whereas international co-operation had hitherto been directed only towards progressive limitation of the traffic in opium, the conviction was now beginning to prevail in many countries that it was time for the progressive suppression of its production." Dr. Koo said that to deal with the question satisfactorily it was necessary to go to the very root of the question, and to this end the cultivation of opium should be reduced progressively and eventually limited to strictly medical and scientific purposes.

This view, which was seconded by M. Hanotaux, was adopted by the Council, and a resolution was passed to the effect that the Advisory Committee on traffic in opium be requested to consider and report at its next meeting on the possibility of instituting an inquiry to determine approximately the average requirements of raw and prepared opium specified in chapters 1 and 2 of the Opium Convention for medicinal and scientific purposes in different countries.

A questionnaire was then sent to all countries signatory to the Opium Convention of 1912, and replies are expected by February next, when the Committee holds its next meeting in Geneva.

Mrs. Hamilton Wright says that China has hurt her cause enormously by allowing the recrudescence of poppy cultivation, and says that every effort should be made to stop it at once. Sir John Jordan suggested at Geneva that the Treaty Powers should be allowed to appeal directly to the military leaders in China through the foreign Consuls. The Chinese representative, however, did not seem to be in favour of this.

At this point, and was afraid that the Central Government would lose face if such an appeal were made over the head of Peking. Mrs. Hamilton Wright thinks that the Central Government might waive its dignity in this case, for the Government will never regain its face while these men remain in power. It had also been suggested that a committee be sent to the affected regions to report upon the actual conditions. The writer then says that there is a great world impetus to stop the production of opium at its source and the opponents of this proposed measure are only too glad to advertise China's broken pledges both towards India and her wider obligations assumed at the Hague.

THE DEUTSCHE-ASIATISCHE BANK.

THE PROPOSED RE-ORGANISATION AS A SINO-GERMAN BANK.

[ASIAN NEWS AGENCY.]

PEKING, September 5th.

With the co-operation and assistance of certain high and responsible officials of the Ministry of Finance and other Government organs, Mr. Wu Hsing, who was connected with the Chinese Legation in Berlin previous to the world war, is meeting with a certain amount of success in his advocacy of the re-organization of the defunct Deutsche Asiatische Bank as a Sino-German banking corporation, with fresh additional Chinese capital to be subscribed solely among the Chinese, without the participation of foreigners other than those of German nationality. It is reported that, through the instrumentality of Wu Hsing, strong pressure has been brought to bear upon those Germans who do not favour the Sino-German bank idea. Wu Hsing and his friends are of the opinion that in view of the pitiful failure of the *Industrieelle de Chine* in China, which practically means the destruction of the French commercial and financial prestige in the Far East, which it will certainly take many years' effort on the part of energetic Frenchmen to recover, the present is an opportune time for the re-establishment of the German bank throughout the Chinese Republic, as a Sino-German financial institution would materially help the rehabilitation of German commercial interests in this country to recover their pre-war prosperity. Further, it is reported that the Chinese creditors of the defunct Deutsche Asiatische Bank are willing to convert their deposits, etc., into shares of the proposed Sino-German Bank, and the deficits will be loaned to the Chinese by German capitalists and financiers.

But another report says that for certain reasons, German financiers, as we reported some time ago, are still unwilling to reorganize the former German bank as a Sino-German concern, partly because they wish to restore the former position of the defunct bank and partly because the Chinese promoters of the Sino-German idea have really no capital at hand to carry through their big enterprise. Negotiations regarding the restoration of the defunct German bank are proceeding steadily and amicably.

"AS OTHERS SEE US"

AN ENGLISHMAN IN JAPANESE EYES.

The Englishman is sober, and conservative, writes Dr. Kojiro Sugimori, of Waseda University. To him business occupies as it appears to others, the central portion of his life. He is never in a hurry, never bustling, always the same year in and year out and he looks like a being who, throughout his life, enjoys his business leisurely. His manner of doing business appears to be easy-going. He does in sack clothes what others would do in a uniform. He never looks busy and to the Japanese he seems slow and takes up too much of the time of busy men in talking.

One feels that he is lacking in strain and in diligence. It may honestly be said that the efficiency of the Englishman is of no account when one considers the efficiency of the American or the German. But the Englishman is untiring. "Be it duty or be it business, he is never weary. He never rises to a white heat; he also takes very long to cool when aroused. The characteristics of the Englishman come from his commercial life. Wherever he has a strong point may lie, he has a great power of perseverance and this factor in a great measure illustrates his individual and social manifestations. It is this that has produced the Roman Empire of today. True, England has never been able to produce a genius like Napoleon. But in his own way, the Englishman took the lead in bringing Mighty Germany to her knees and is now slowly girding her loins for a contest for supremacy with her conqueror across the Atlantic who is far more powerful and efficient than Germany was.

Work and business is, to the Englishman, a part of his pleasure. Consequently, there is no make-believe in what he does. He does not try to cheat by making the appearance look better than the substance. The more you use them the better you come to appreciate the quality of his manufactures, in the production of which he enters more with a spirit of enjoyment than duty as compared with other people. The Englishman enjoys his work and there is therefore more honesty in it. His work occupies the first place in his pleasures and therefore lies the moral value of it which far outweighs all other value.

The Englishman is a very great believer in outdoor sports. During the busiest days of the war Premier Lloyd George never failed to have his turn on the golf course while cricket, tennis, lacrosse and other games were played as usual.

Hunting is a sport held in perhaps the highest esteem by the Englishman. Fox-hunting is his delight, but this is especially limited to the aristocratic classes and the element of danger in it only heightens his interest. Boating and yachting are also very popular and are enjoyed by both sexes. Fishing is as much liked as hunting and an Englishman will talk of his gun, his dog and his rod in one breath.

Just as the Englishman is a "great believer in outdoor sports, so is he a devotee of domestic amusements. He is wholly unlike the auto-war German in this respect, for the German spent half the night wandering from cafe to cafe, beer-swilling. In winter a great burning log is the centre of attraction for the Englishman; in summer the French windows of his house open, and someone plays the piano.

With the middle and the upper classes, church going on Sundays is almost rigidly customary. The lower classes generally spend the sabbath in having outings. An English Sunday is a gloomy affair. The streets are deserted and are lonely, in contrast to the Continent where Sunday is like a fête day. In this respect the English Sunday looks to be a day of sorrow.

The public house is a great institution in England, but is largely frequented by the lower classes. With neither music nor barmoids, it is purely a place for drinking. Drinking and smoking are two of the principal pleasures of the Englishman, and whisky and ale represents the class he belongs to.—Translated by the *Japan Times*.

VALUE OF THE FRANCO.

NOVEL SCHEME OF PROFIT.

PARIS, August 5th.

According to the *Quere*, a certain credit bank in Paris has conceived a highly ingenious if questionable method of profiting by the great fall in the value of the franc in the United States. For the past fortnight, it is stated, this bank has each night sent a number of telegrams, each consisting of three words—a geographic address and the name of a great industrial city in the United States—these two being always the same and a "text" of one word only. But each of these short telegrams is accompanied by a prepaid reply of fifteen words. At first only seven or eight of these telegrams were sent every night, but now number hundreds nightly. The explanation suggested is that whereas each word telegraphed to New York from Paris costs 11.25c., on the exchange in New York that represents 31.25c. This operation, it is stated, thus yields an actual profit of 20c. on each of the prepaid reply, the latter enabling the person to whom the telegram is sent to telegraph in any direction he likes up to the amount specified. It is, therefore, calculated that by merely sending 400 telegrams of the length referred to for cost of transmission, there is a net profit of 10,500 francs, enough presumably to pay for a large undertaking of world-wide telegraphic correspondence. It is pointed out that these telegrams and prepaid replies, which can only be sent at the rate mentioned *via* England, involve a loss of some 2c. per word to France in view of the depreciation of the franc, quite apart from the blocking of the cable with such messages.—*Daily Telegraph*.

CHANGING CHINA.

BUILDING GOOD ROADS.

INFUX OF MOTOR-CARS.

The *Times* Peking Correspondent in recent letter said:
Until the coming of the motor-car it was not a single decent road in the whole of China, always excepting the rail mileage in the Treaty Ports, which, of course, was due to the activity of foreigners. But the foreigner, first with his carriages and carts, and with his motors, has opened the eyes of the Chinese, and roads are appearing everywhere with cars and lorries to match the institution of railways is a slow process because the expense involved is too great. Government initiative, however, given a road, it is open to any individual to buy a car or a lorry and to it for pleasure or for profit. The Chinese are doing both at an astonishing rate and making the foreigner blink at a vista opening up for the sale of motor vehicles.

Ten years ago there were no motor cars in Peking, but municipal improvements had begun, and there may have been 20 miles of well-laid streets with the city, although there were none on the side. To-day there must be at least 100 miles of streets in the city where motor cars can go comfortably, and outside near 100 miles of made roads regularly used for motor traffic. The registered cars in Peking are now in the 11th hundred and the total, including Government vehicles of various categories, is believed to reach 1,500.

In Shanxi a good governor is employing his provincial troops in the construction of a road 500 miles long which will run from one end of the province to the other. The American Red Cross, as a famine relief measure, is making a 6-mile branch of this road to Fengchow, Kwetch on the Lunghai Railway and the town of Echow (Anhui) a local association has opened a road upon which it provided motor omnibuses ply regularly.

In the province of the important cities of Shanghai and Nanking an improvement association has been formed and many useful schemes are under discussion. Several cities in this province Kuangsu, can already boast motor services by roads connecting up with rail or river communication. Canton is undergoing a regular transformation by which the narrow streets that have served the city since historic times are being swept away and superseded by broad thoroughfares worthy of the wealth and importance of so great a centre of life and industry.

In 1919 China imported motor-cars, lorries, and cycles to the value of over \$6,000,000 (4,750,000), and the indication is that the total for last year will be higher still. Most of the cars come from America, obviously for the reason that the American cars are cheaper and are quite good enough for the purpose. In North China the American car is especially conspicuous. It probably represents something like 95 per cent, of the total. Out of 1,330 cars imported into Shanghai in 1920 967 came from the United States, 188 from Canada, 11 from Great Britain, 10 from France, and two from Italy. For the first two months of this year the American importations were 159 and the British 44, which indicates a marked improvement in the demand for the British article. Nevertheless, the Americans dominate the market, and there is little hope for the British cars until prices are equalised which can hardly happen until we undertake mass production.

EDUCATION FOR TRADE.

THE TRAINING OF CIVIL SERVANTS FOR SERVICE OVERSEAS.

At the Congress of the Universities of the Empire, at Oxford, on July 7th, the function of the universities in regard to fitting the country to grapple more successfully with commercial problems was the theme of an address given by Sir William Ashley, Professor of Commerce at the University of Birmingham. His course of the next 20 years, he believed, they would see faculties of commerce or something like them, in every considerable university in the Empire. He had never been ashamed to be frankly and nakedly utilitarian in his curriculum only at mental culture, and trusting that somehow utility would emerge as a by-product, they were completely justified in aiming directly at utility, and seeking in and through such studies for the mental discipline and mental enlargement which they all desired. The mission of the universities to-day was to put, somehow, the university ideas into the heads of the great majority of the commercial community which at present did not send its sons to the university at all, and would only send them if it could expect to receive most of them back again into commercial life.

The training of Civil servants for service overseas was the subject of an address by Sir Theodore Morison, Principal of Armstrong College, Newcastle-on-Tyne. For administration in India and the Crown Colonies, he said, the intellectual discipline of a university education was essential. The problem was how to obtain men of the type required in sufficient numbers. Even before the war the supply was not equal to the demand. A very large number of recruits would have to come from the newer universities. The modern universities were deficient in the provision of those opportunities for a full social life in which the student was more facilities for sports and athletics, more time for their clubs and societies, ample opportunity for meeting and talking to one another, away from the dons and the lecture rooms.

Civilisation is high or low according to women are at a premium or a discount. Professor Patrick Geddes.

I should like to see a gramophone and a suitable selection of records in every school and great teaching institution in the country.—*Sir Edward Elgar*.



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NIRKO MARU ... Tuesday, 18th Oct., at 11 a.m.

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KAWACHI MARU ... Middle of November

BOMBAY & COLOMBO via Singapore and Penang.

TATSUNO MARU ... Sunday, 25th Sept.

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NAGANO MARU ... Saturday, 24th Sept

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**BRITISH GOVERNMENT'S
NEW HOUSING POLICY.**

HEATED COMMONS DEBATE.

Much heat was engendered in the House of Commons, on July 21st, and much light during the debate on the Government's new housing policy, which led to the recent resignation of Dr. Addison. The light came from the Prime Minister and the Minister for Health, Sir Alfred Mond, who coolly picked the fantastic bubbles which Mr. Asquith and Mr. Clynes had blown.

The light to which allusion has been made is this—that no one will be a penny the worse for the latest scheme made into the housing scheme. Not a house less will be built in England during the next eighteen months. Not a house less will be built in Scotland during the next two years. The houses already in hand will occupy the full time of the building trade for those periods. Then what have the Government done to cause Dr. Addison's resignation? They have put a stopper on any more new tenders, and will enter into no more new engagements for the present. Their object is to get on even terms with the building trade and bring down their prices. What was the good, asked Mr. Lloyd George and Sir Alfred Mond, to enter into new tenders at present high prices, for houses that cannot be built for months? That was just asking the builders to put up their prices, and they would respond to a man. Prices came down last February when the big cut was made by Dr. Addison, and he reduced the limits of the scheme from 300,000 houses to under 300,000. They will come down again when the building trade is getting to the end of its present engagements. As Sir Alfred Mond said—that is business. He asked why the Labour party should rage at this businesslike proposal, and why they wanted to pay more for houses than they are worth? Why did they not rage last February? Not a word was said then, but now there is no epithet of condemnation too strong, and Dr. Addison is lauded to the skies. "On the sideboard of the Opposition," said the Prime Minister, "there is always plenty of yeast for the returning prodigal."

SOME HARD FACTS.
The business part of the debate was much the more important, and it is its well to bring out the salient facts. Since 1914, as Sir Alfred showed, there has been a normal shortage of 300,000 houses. Some 50,000 were built during the war. That leaves a deficiency of 250,000, but as about 210,000 in all will be built by the end of 1922 the real deficiency will be about 40,000. Yet the Government are attacked as though they were responsible for the long neglect of local authorities during the years when money was cheap and houses could be built at a reasonable cost. Mr. Asquith was most indignant that even the normal shortage was not being met; but when, asked Sir Alfred, had he ever contributed a penny to housing during all the years he was in power?

Even so the 176,000 houses of the Government scheme—which it was always intended should end in 1922—will cost the taxpayer £10,000,000 a year for sixty years. That is, roughly, a capital commitment of £600,000,000, a figure which astounded the House. The subsidy on the 24,000 houses built by private enterprise will cost about £5,000,000, and a large proportion of these houses are apparently not occupied by the working-classes at all. The subsidy has been paid on the cubic capacity of the house, not on the character of the occupier, and it turns out that many have been built for gamekeepers, butlers, chauffeurs, and the like, while others are week-end bungalows.

If the housing scheme has proved deplorably dear, that has been due not only to the enormous cost of material, especially in 1919, but to the high costs of labour and of wretchedly low output. Sir Alfred faced the Labour party fearlessly on this head, and told them the truth. Many of them did not like it, and tried to shout him down. But he never lost his easy self-possession even at the rudest cries.

The Minister assured the House that he would treat the local authorities who had incurred expenses under the scheme as generously as possible, but, after all, they are only liable up to the amount of a 1d. rate, and he expressed some scepticism as to their alleged indignation. Indeed, many are delighted to be rid of onerous obligations, and he drily observed that it was no good building garden suburbs for people who could not afford to live in them. Sir Alfred stressed the folly of incurring huge liabilities at a time when the great thing is to escape insolvency; he claimed that by the new cut he had saved a capital sum of £24,500,000, and he reminded his critics that the 220,000 a year he is giving to the local authorities towards their losses in dealing with slums represents a capital sum of from four to five millions. He promised to make a serious beginning in tackling the slum problem, and said he was not going to sit down and do nothing because he could not do all he would like to do.

SPEND MONEY AT HOME.
Dr. Addison spoke from below the gangway on the Government side, and not without bitterness. He used many hard words, though, as the Prime Minister observed later, he had received most generous support for his schemes from his colleagues and from the Treasury in particular. He was very scornful of his successor's superior, business-like methods, and of the bad faith which the Government were showing to the local authorities. He did not trouble much about the question of cost, which he thought of as the thought of broken pledges and the inability of private enterprise to deal with the slum problem, or even to provide houses so long as the Rent Restriction Act was in force, and make rents were so dear. He said that the Government had been terrified by recent by-elections and were cutting down ex-

(Continued at foot of next column.)

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"KHIVA"

Arrived Hongkong on Sept. 11th, 1921.

FROM ANTWERP, LONDON, PORT SAID, ADEN, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary. Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee, and the Company's Surveyors, Messrs. GOSNOLD & DOUGLAS, at 10 A.M. on Mondays and Tuesdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.
Hongkong, September 12th, 1921. [1440]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KWAISANG"

having arrived from the above-ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Godown, delivery may be obtained.

Goods not cleared by the 14th Sept. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godown, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, September 8th, 1921. [1436]

MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO., LTD.)

COAL, GENERAL IMPORTS AND EXPORTS.

Sole Proprietor of Coal Mines of

TAKASHIMA, OCHI, MUTANE, KINSHAKA,

YOSHIMOTO, HOJO, NAMAZUTA, SATO,

SHINKEI, KANADA, KAMITAMADA,

BIRAI & OYUBARI.

Agents for SAKIT Coal.

Head Office: TOKYO.

Branches & Representatives:—NAGASAKI,

KARATSU, WAKATSU, MOJI, KURE,

KOBE, OSAKA, TSUBUGA, NAGOYA, YOKO-

HAMA, TOKYO, HAKODATE, MURORAN,

OTARU, VLADIVOSTOK, PEKING, TIENTSIN,

DAIKIN, TIENTSIN, HANKOW, SHANGHAI,

HONGKONG, CANTON, MANILA, SINGAPORE,

SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—YAWASKIAL.

Codes:—A1, A.B.C. 5th Ed., Western

Union and Bentley's.

Agency for:—The Mitsubishi Marine and

Fire Insurance Co.

The Osaka Marine and

Fire Insurance Co.

For particulars apply to:—

KOMURA, Manager

(4, Pedder Street, Hongkong).

penditure in a panic, and he made a not

very successful effort to point a moral

difference between his own big cut in

February and the small cut now. When

hard pressed, however, his main point

was that we ought not to stop building

houses at home while we were spending

millions in Mesopotamia and from Dan

to Beersheba. Ninety thousand pounds

a month on Assyrian refugees, and no

money for returned heroes' houses! On

that point he kept ringing rather mono-

tonous changes. Spend your money, he

said, at home, if you have it to spend

at all. Dr. Addison spoke for an hour—

heartily cheered by Labour and the

Liberals. But his old friends sitting

round him kept asking him why he had

not resigned before, and a little later on

the Prime Minister put the same query

in its most searching form. "Why do

you squeamish now, and not then? Why

was Dr. Addison an opportunist then

and a man of principle now?"

The rest of the Prime Minister's reply

has already been indicated. It was that

not a house less would be built because

of the new cut and that the building

trade later on would have to charge

lower prices. He ended a vehement

speech by challenging his critics who

were always maligning the Government

and asking what the country had done

for the unemployed and for the housing

problem to name another land which

had done anything like so much. "Name

the land," he cried. "If you can't let

Britain get the credit for what she has

done."

**INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS SUBJECT TO ALTERATION
SHANGHAI & THONGKAI via SWATOW, WAISHING, Wed., 14th Sept., Noon.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Thurs., 15th Sept., Noon.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Thurs., 15th Sept., 3 p.m.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Fri., 16th Sept., 11 a.m.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Fri., 16th Sept., 3 p.m.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Mon., 19th Sept., Noon.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Tues., 20th Sept., Noon.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Tues., 20th Sept., 8 a.m.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Wed., 21st Sept., Noon.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Thurs., 22nd Sept., Noon.
SHANGHAI & THONGKAI via SWATOW, WAISHING, Sat., 24th Sept., Noon.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Burma and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when indicated on offer.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, s.s. "HINSANG" and "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

s.s. "FOOKSANG" will be despatched on or about
Thursday, 15th Sept., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-
TENHAM, MADRAS AND DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.
GENERAL MANAGERS.

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAPP"	15th Sept.	15th Sept.
S.S. "CARNARVONSHIRE"	25th Sept.	25th Sept.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAPP"	25th Sept.	25th Sept.
M.V. "GLENAPP"	25th Sept.	25th Sept.
M.V. "GLENAPP"	25th Sept.	25th Sept.

Discharges:—GLENAPP, ROTTERDAM, HAMBURG & HULL.
GLENAPP, ROTTERDAM & HAMBURG.
GLENAPP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., Agents.

Telephone No. 215 sub-ex. 23 and 8896.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 8,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter, Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, BURN Road.

SHIPPING NEWS

ARRIVALS.

September 12th.

Bumaru, British str., 4,949 tons, Capt. J. W. Read, from Singapore, with a general cargo.—B. & S.

Haru Maru, Japanese str., 1,664 tons, Capt. R. Aoki, from Chingwan, with coal.—Dodwell & Co.

Hok Funlong, Chinese str., 356 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.

September 13th.

Alabama Maru, Japanese str., 6,083 tons, Capt. T. Yamaguchi, from Vancouver and Manila, with a general cargo.—O.S.K.

Amur Maru, Japanese str., 4,323 tons, from Singapore, with a general cargo.—O.S.K.

Chefoo, Chinese str., 84 tons, Capt. J. M. Anderson, from Kuching and Borneo, with timber.—Hing Shun S.S. & Co.

Olani, British str., 2,310 tons, Capt. R. Rigby, from Tarakan, with kerosene oil.—Asiatic Petroleum Co.

Nanking, American str., 5,090 tons, Capt. T. H. Robson, from Singapore, with a general cargo.—China Mail S.S. Co.

Pheumpanh, British str., 1,065 tons, Capt. D. T. Lewis, from Saigon, with a general cargo.—Wo Fat Shing.

Shofuku Maru, Japanese str., 1,029 tons, Capt. I. Tao, from Bangkok, with a general cargo.—Kwong Nguan Seng.

Wing Sang, British str., 1,617 tons, Capt. F. Mooney, from Shanghai and Swatow, with a general cargo.—J.M. & Co.

CLEARANCES.

September 13th.

Amur Maru, for Shanghai.

Argonaut, for Singapore.

D. F. Bennett, for Shanghai.

Eumaru, for Shanghai.

Everglades, for Amoy.

Glyphid, for Singapore.

Hocking, for Swatow.

Kampongat, for K. C. Wan.

Lashan Maru, for Swatow.

Mohon, for Hoihow.

Nelus, for Singapore.

Ponier, for K. C. Wan.

Suna Maru, for Keelung.

Takung, for Hoihow.

Tanung, for Amoy.

Tipling, for Saigon.

West Inter, for Manila.

Wingang, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Nanking*, on September 13th:—
Mr. J. F. Buckley, Mr. W. G. Anderson, Mr. J. F. Buckley, Mr. G. Barlow, Capt. Fredwell and 55 Chinese saloon passengers. For Shanghai, Mr. R. B. Stubbs, Mrs. J. P. Stubbs, Mr. Yokohama, Mr. L. J. Strubbs, Mr. and Mrs. A. J. Sutermeister, Mr. and Mrs. C. J. Sutermeister, Mr. P. M. C. Godefrey, Mr. W. A. Godefrey, Master H. C. Godefrey, Mr. and Mrs. E. Hall, Miss E. B. Hall, Mr. and Mrs. L. Landrock, Mr. and Mrs. W. H. Prasterink, Mr. L. L. Schill, Mr. and Mrs. A. D. Wolsey, Miss F. Wolsey, Miss H. M. Wolsey, Miss D. Wolsey, Miss I. Wolsey, Miss E. Wolsey.

DEPARTURES.

Per s.s. *Dilwara*, on September 13th:—
Mr. R. Carter, Mr. H. Wells, Mr. J. Ikeda, Mr. R. Valiram, Miss D. R. Armstrong, Rev. and Mrs. C. Young, Miss A. H. Jeffrey, Mr. C. D. Jackson, Dr. R. B. Sprer, Mrs. O'Hara, Miss A. Inglis, Mr. D. H. Mr. N. S. Bulsan, Mr. G. Irie, Mr. Abdolcar.

STEAMERS' MOVEMENTS

The s.s. *Nanking* will sail for San Francisco via Shanghai, Yokohama and Honolulu on Sunday, September 13th, at noon.

The T.K.K. s.s. *Tenyo Maru* arrived at Shanghai on September 12th, a.m., and sailed same day for Japan ports.

The s.s. *Tuscan Prince*, *Furness* (Far East), Ltd., is expected to arrive here from Keelung on September 15th, about daylight.

The s.s. *Et. Tempier* (Blue Funnel line) left Shanghai on September 13th for New York via Hongkong. She is due here on September 16th, and will sail, as above, on 17th idem.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS AND HONOLULU AMERICAN STEAMERS

LEAVE HONGKONG ARRIVE SAN FRANCISCO
S.S. "GOLDEN STATE" ... Oct. 8th ... Oct. 20th.
S.S. "HOOSIER STATE" ... Nov. 19th ... Dec. 11th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For CALCUTTA via SINGAPORE, PENANG & RANGOON "LAKE FAULK" ... sailing September 17th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerte, Marseilles, Barcelona, the Cape of Good Hope, London, Liverpool, and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO. Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

VESSELS EXPECTED.

Anilochus (Blue Funnel line), due September 29th.

Amur Maru (T.K.K.), due September 18th.

Arata Maru (N.Y.K.), due September 28th.

Benarty (Ben Line), due September 17th.

Gregory Apcar (B.I.), due September 28th.

Iyo Maru (N.Y.K.), due September 15th.

Kanagawa Maru (N.Y.K.), due September 17th.

Karmala (P. & O.), due October 10th.

Kilano Maru (N.Y.K.), due September 15th.

Katori Maru (N.Y.K.), due September 15th.

Kental Castle (Dodwell Castle line), due September 27th.

Nikko Maru (N.Y.K.), due September 15th.

Sanuki Maru (N.Y.K.), due September 24th.

Sardinia (P. & O.), due September 27th.

Shidzuoka Maru (N.Y.K.), due October 13th.

Shinyo Maru (T.K.K.), due September 23rd.

SHIPPING NOTES.

The fire on the P. & O. *Kalyas* at Colombo was put out on August 23rd and the vessel resumed her voyage on August 25th.

WEATHER REPORT.

September 13th, at 10.35.—Warning to Hongkong Coast Ports, &c.—A typhoon of unknown intensity within 60 miles of Lat. 20 deg. N. and Long. 132 deg. E., moving N.W.

September 13th, at 11.43.—Pressure has decreased considerably over N. Luzon and Formosa, moderately at Hongkong. At 6 a.m. this morning the typhoon was about 100 miles N.N.E. of Aparri moving N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inch. Total since January 1st, 96.39 inches against an average of 76.29 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.

Hongkong to Gap Rock (N. W. winds, freshening; fair).

Formosa Channel (N. winds, increasing to a gale).

South coast of China between (The same as Hongkong and Lamook) No. 1.

South coast of China between (The same as Hongkong and Hainan) No. 1.

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HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Asia	Sept. 18	Oct. 8	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 28	Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.
Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
Hongkong Office. Telephone 752. Cable Address: GACANPAC.

[48]

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

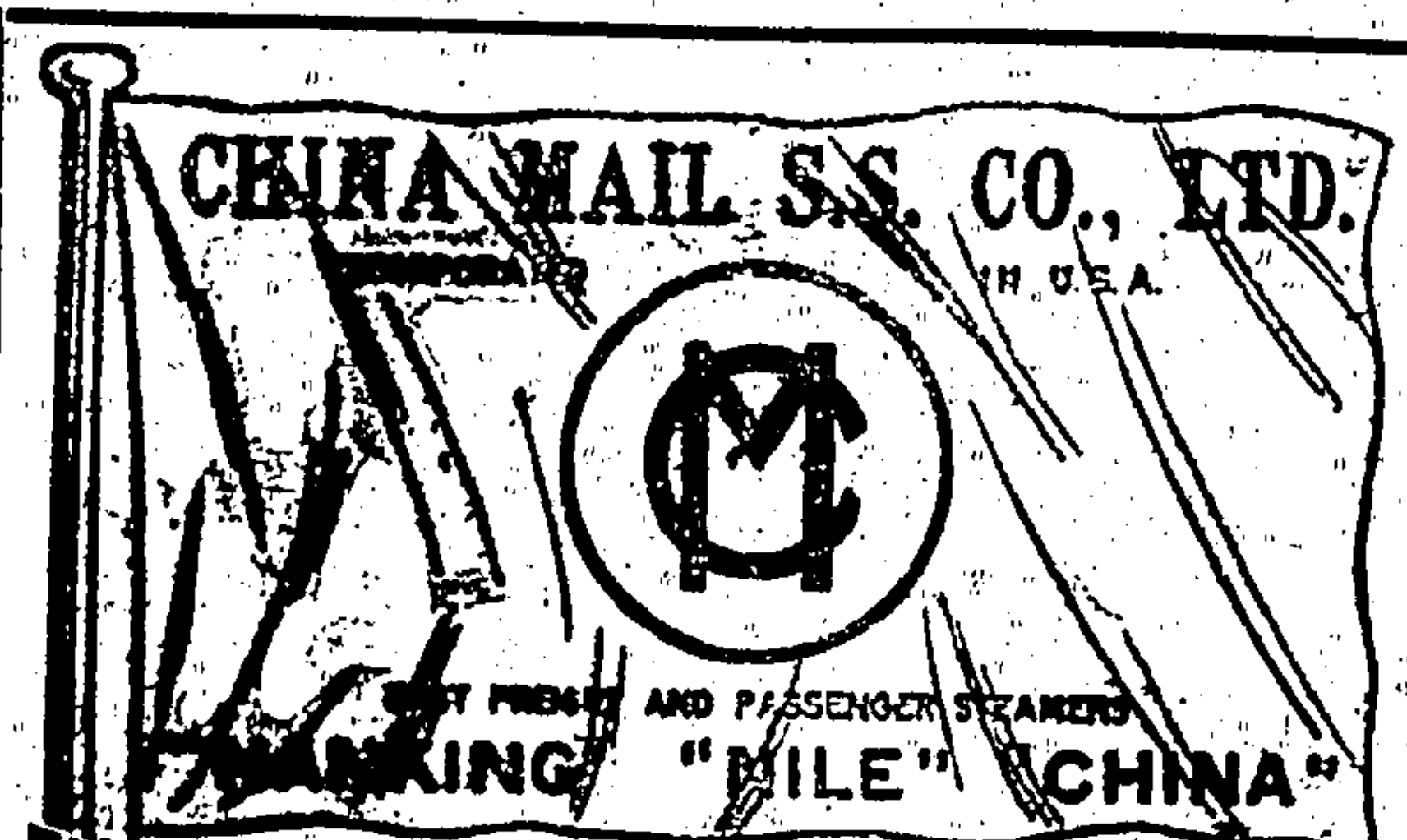
Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER
and China, Japan and Philippine Island Ports.

"WEST JESSUP" ... sailing about 10th Oct.
"WEST JAPPA" ... sailing about 25th Oct.
"DELIGHT" ... sailing about 15th Nov.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.
For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY,
4th Floor, Princes' Buildings Telephone 1082.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA" ... Sept. 18th

s.s. "NANKING" ... Nov. 3rd

s.s. "CHINA" ... Oct. 15th

s.s. "NANKING" ... Nov. 23rd

s.s. "CHINA" ... Oct. 15th

s.s. "NANKING" ... Nov. 23rd

s.s. "CHINA" ... Oct. 15th

s.s. "NANKING" ... Nov. 23rd

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s.s. "CHINA" ... Oct. 15th

s.s. "NANKING" ... Nov. 23rd

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA RAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.
JAPAN CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM & HAMBURG

S.S. "SANDON HALL" ... 21st Sept.

LONDON, ROTTERDAM, HAMBURG & GLASGOW

S.S. "KENTUCKY" ... 3rd Oct.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & CO., CANTON.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KNIGHT TEMPLAR" ...	via Suez Canal ...	19th Sept.
"EURYMACHUS" ...	via Suez Canal ...	13th Oct.
"CITY OF ADELAIDE" ...	via Suez Canal ...	1st Nov.
"PYDEUS" ...	via Suez Canal ...	13th Nov.

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON; REISS & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DISPLACEMENT SAILING DATE

SHANGHAI, KOBE & YOKOHAMA ... "ARMAND BEHIC" 11,000 ... On or about 20th Sept.

MARSEILLES via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "ARMAND BEHIC" 11,000 ... During 2nd part of Oct.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Agent,
Queen's Building.

Telephone 740.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occurring 9 to 10 Days).

"HAILOONG" ...	Capt. W. Couper	FRIDAY, Sept. 18th, at 3 P.M.
"HAIHONG" ...	Capt. W. O. Passmore	TUESDAY, Sept. 20th, at 3 P.M.
"HAIHING" ...	Capt. A. H. Stewart	FRIDAY, Sept. 23rd, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"KHYBER" ...	9,000	18th Sept.	Marseilles, London & Antwerp
"KHIVA" ...	9,000	14th Oct.	Marseilles, London & Antwerp
"SARDINIA" ...	8,600	28th Oct.	Marseilles, London & Antwerp
"KARMALA" ...	9,000	11th Nov.	Marseilles, London & Antwerp
"NYANZA" ...	7,000	25th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" ... 7,000 ... 18th Sept. ... Calcutta via S'pore Pang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	Sailing Date	Destination
"EASTERN" ...	4,000	22nd Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA" ...	6,000	17th Oct.	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tonnage	Sailing Date	Destination
"EURYALUS" ...	6,800	12th Sept. 11 A.M.	Amoy only.
"SARDINIA" ...	8,600	28th Sept.	Japan via Shanghai.
"GREGORY APCAR" ...	5,000	28th Sept.	Shanghai & Japan.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1932, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passages, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALTAI MARU" ... Wednesday, 5th Oct.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"SEATTLE MARU" ... Friday, 9th Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"PEKING MARU" ... Wednesday, 14th Sept.

"KARADO MARU" (Passenger Service) ... Wednesday, 5th Oct.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly services

"KISHU MARU" ... Saturday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service (taking cargo to New Zealand and Pacific Islands).

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Tuesday, 20th Sept.

"ARABIA MARU" ... Tuesday, 4th Oct.

NEW YORK via PANAMA—Regular monthly service (via Japan Ports, San Francisco, Panama & Colon Ports).

"AMUR MARU" ... Wednesday, 14th Sept.

NEW ORLEANS LINE via SUEZ.

"BOBRO MARU" ... Tuesday, 20th Sept.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

"BURMA MARU" ... Monday, 2nd Oct.

KEELUNG via SWATOW & AMOY—Three steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 18th Sept.

TAKAO via SWATOW & AMOY.

"SOSU MARU" ... Thursday, 22nd Sept.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

"CHANGSHA" ... 17th Sept. ... 22nd Sept., at 4 P.M.

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Transvaal Ports. For Freight and Passage apply to— BUTTERFIELD & SWIRE (Agents).

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
AMOI, MANILA, Cebu & Lono	"TAMING"	On 14th Sept. 11 A.M.
SHANGHAI	"SOOCHOW"	On 18th Sept. 9 A.M.
HUIHOW, PAKHOI & H'PHONG	"KAIPOH"	On 17th Sept. 4 P.M.
SHANGHAI & TSINGTAO	"SUZYANG"	On 20th Sept. 10 A.M.
SWATOW & BANGKOK	"HANYANG"	On 20th Sept. 10 A.M.
NEWCHWANG & TIENTSIN	"SZECHUEN"	On 20th Sept. 10 A.M.
SWATOW & SINGAPORE	"CHEKIANG"	On 20th Sept. 10 A.M.
SHANGHAI	"RANCHOW"	On 21st Sept. 10 A.M.
SHANGHAI & TSINGTAO	"SUNNING"	On 22nd Sept. 10 A.M.
	"CHENAN"	On 24th Sept. 4 P.M.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO: Excellent Saloon accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Far East and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.



Operating the following 12 Shipply Board Steamers

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports)

Arrive Seattle

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... For Manila ... Sept. 20th

S.S. "HAWKEYE STATE" ... Oct. 2nd ... Oct. 24th Arrive San Francisco.

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "PAULET" ... Sept. 20th

S.S. "COAXET" ... Oct. 15th

Through bills of Lading issued to Portland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Hotel Mansions. [71]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA" ... Sailing Sept. 16th.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICERS

5th Floor, Hotel Mansions, Telephone 2477 & 2478. PASSENGER OFFICE, QUEEN'S BUILDING, 2, Ice House St.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SCHODACK" ... 20th Sept.

For freight space and particulars, apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE.

Telephone 2477 & 2478. AGENTS. 5th Floor, Hotel Mansions.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON

and/or

NEW YORK

S.S. "TUSCAN PRINCE" ... 16th Sept. (via Suez).

For Freight and particulars apply to—

FURNESS, FAR EAST LIMITED.

(Incorporated in Great Britain)

St. George's Building

Telephone 2166.

Telegrams: "Furprince."

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POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SEANGHAI ...	Kiungang ...	14th inst.
SEANGHAI ...	Swing ...	15th inst.
SEANGHAI ...	Yip ...	15th inst.
SEANGHAI ...	Nikko ...	15th inst.
SEANGHAI ...	Kiungang ...	15th inst.
SEANGHAI ...	Kiungang ...	15th inst.
SEANGHAI ...	Kiungang ...	15th inst.
SEANGHAI ...	Kiungang ...	15th inst.
SEANGHAI ...	Kiungang ...	15th inst.
SEANGHAI ...	Kiungang ...	15th inst.

OUTWARD MAILS.

FOR	PER	DATE
*Shanghai, *North China, *Dairen, *Japan, and *San Francisco ...	Amur Maru ...	Wednesday, 14th, 10.00 A.M.
Swatow, *Shanghai and *North China Straits, *Bacool, *Calcutta and *Aden, *Japan, and *Victoria B.C. ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Fort Bayard, *Shanghai, *North China and *Japan, *Shanghai and *North China, *Shanghai and *North China, *Shanghai, *North China, *Japan, *Canada, *United States, *Central and *South America, and *EUROPE via VANCOUVER, B.C. ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Swatow, *Shanghai and *North China, *Japan, *Swatow, *Amoy, and *Fuchow ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Philippine Islands, *Bangkok, *Ceylon, *Mauritius, *L. Marques, *South Africa, *India via Dhanushkodi, *Egypt, and *EUROPE via MARSEILLES ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Holbow, *Pakhoi and *Haiphong, *Shanghai, *North China, *Japan, *Shanghai, *North China, *Japan, *Honolulu, *Canada, *U.S.A. Central and *South America, and *EUROPE via SAN FRANCISCO ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marques, *South Africa, *India via Dhanushkodi, *Aden, *Egypt, and *EUROPE via MARSEILLES ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
The Parcel Mail will be closed on Saturday, 17th inst., at 2 P.M. ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Swatow, *Amoy, and *Kobe, *Keelung, *Swatow, *North China, *Japan, *Honolulu, *Canada, *U.S.A. Central and *South America, and *EUROPE via SAN FRANCISCO ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Swatow, *Shanghai and *North China, *Philippine Islands, *Australia and *New Zealand, via Thursday Island ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Philippine Islands, *Sandakan, *Australia, and *New Zealand, via Thursday Island ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Shanghai, *North China, *Japan, *Canada, *United States, *Central and *South America, and *EUROPE via VICTORIA, B.C. ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marques, *South Africa, *India via Dhanushkodi, *Egypt, and *EUROPE via MARSEILLES ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.
Inaba Maru ...	Waiwang ...	Wednesday, 14th, 11.00 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"GLAUCUS"	23RD SEPT.	London, Amsterdam & Antwerp.
"ELPENOR"	27TH SEPT.	London, Rotterdam & Hamburg.
"PYRRHUS"	11TH OCT.	London, Amsterdam & Antwerp.
"TITAN"	25TH OCT.	London, Amsterdam & Antwerp.
"RHESUS"	8TH NOV.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"THESEUS"	1ST OCT.	Havre & Liverpool.
"EUMAEUS"	7TH OCT.	Genoa, Marseilles & Liverpool.
"TELEMACHUS"	20TH OCT.	Rotterdam & Liverpool.
"ANTIOCHUS"	1ST NOV.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"TALITHYBIUS"	14TH SEPT.	Victoria, Seattle & Vancouver.
"TYNDAROS"	5TH OCT.	Victoria, Seattle & Vancouver.
"PROTEUS"	2ND NOV.	Victoria, Seattle & Vancouver.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

"KNIGHT TEMPLAR"	17TH SEPT.	via Suez.
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PASSENGER SERVICE

"PYRRHUS"	11TH OCT.	for Singapore & London.
"MENTOR"	27TH OCT.	for Shanghai.
"MENTOR"	15TH NOV.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO—BUTTERFIELD & SWIRE AGENTS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital	U.S. \$4,000,000
Surplus, over	U.S. \$2,000,000

HEAD OFFICE: NEW YORK. BRANCH: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

TON	HANKOW	MANILA	TIENTSIN
YOKO	PEKING	SINGAPORE	

R. WEUSTHOFF, Acting Manager.

COMMERCIAL

OPENING QUOTATIONS.

ON LONDON.	September 13th
Telegraphic Transfer	3/8 1/2
Bank Bills, on demand	3/8 1/2
Bank Bills, at 30 days sight	3/8 1/2
Bank Bills, at 4 months sight	3/8 1/2
Credit, at 4 months sight	3/10 1/2
Documentary Bills, at 4 months sight	3/10 1/2
ON BANK.	
Bank Bills, on demand	695
Credit, at 4 months sight	755
ON NEW YORK.	
Bank Bills, on demand	50 1/2
Credit, at 30 days sight	53 1/2
ON HONGKONG.	
Telegraphic Transfer	195 1/2
Bank Bills, on demand	195 1/2
ON SHANGHAI.	
Bank Bills, at sight	108
Private, 30 days sight	107 1/2
ON MANILA.	
On demand—Pesos	107 1/2
ON SINGAPORE.	
On demand	117 1/2
ON BATAVIA.	
On demand	159 1/2
ON HAIKOW.	
On demand	100
ON SINGAPORE.	
On demand	79 1/2
SEANGHAI, Bank's Buying Rate	\$ 7.10 n.
Gold Leaf 100 fine, per tola	\$50.40
BAS SILVER per oz.	39d.

	Per cent.
Hongkong ... 10 cents piece	\$0.09 Premium.
Hongkong ... 30	0.08 Discount
Canton ... 30	15.80
Canton ... 10	0.00

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.
Paid-up Capital ... \$15,000,000
Reserve Funds ... \$3,500,000
Sterling ... \$2,500,000
Silver ... \$1,500,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors:
G. T. M. Edwards, Esq.—Chairman.
G. M. Donnelly, Esq.—Deputy Chairman.
D. G. M. Bernard, Esq. E. Y. D. Fung, Esq.
A. S. Gubbey, Esq. W. L. Patterson, Esq.
Hon. Mr. P. H. Holyoak J. A. Plummer, Esq.
A. O. Lang, Esq. H. P. White, Esq.

Chief Manager:

Hon. Mr. A. G. STRAVER.
Manager: Hongkong—A. H. BAKER, Esq.
Manager: Shanghai—G. H. STURT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARKS BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.
Hongkong, July 13th, 1921. [8]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN, Chief Manager.
Hongkong, December 23th, 1920. [9]

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£3,600,000
Reserve Liability of Proprietors	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Acting Manager.
Hongkong, March 30th, 1921. [50]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A Capital	£1,000,000
Paid-up Capital	£800,000
Reserve Fund	£173,354
Special Reserve	£51,800
Head Office	Amsterdam.

Branches at
The Hague—Rotterdam.
Head Agency—Batavia.

Bandjermasin	Singapore
Bandoeng	Sorabai
Bombay	Sourakarta
Calcutta	Palembang (Solo)
Cheribon	Pekalongan
Djember	Peking
Kokjakarta	Pontianak
Kobe	Soerabaya
Kota-Badja	Telok Betong
Langsa	Tidjilajar
	Wallerden

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc.
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.
W. H. GOSKAMP, Acting Manager.
Hongkong, August 1st, 1921. [122]

ALWAYS ASK FOR IT

The Standard Tobacco.



"CAPSTAN"

For Flavour. NAVY CUT For Quality.

In Mild, Medium and Full Strengths.
From All Tobacconists.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA.

Limited.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£23,000,000
Subscribed Capital	£21,800,000
Paid-up Capital	£21,050,000
Reserve Fund	£21,100,000

BANKERS:

THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Howrah Madras Shanghai
Colombo Kandy New York Singapore
Delhi Karachi Penang
Galle Kota Bharu Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
O. L. SANDES, Manager.
7, Queen's Road Central, Hongkong, April 26th, 1921. [43]

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office: 8, Des Voeux Road Central.
Hankow Branch: Paooff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear interest at Rates 2 per cent, 4 per cent, 5 per cent, respectively.
Inquiry on our SPECIAL SERVICE will be welcome.
J. USANG LY, Manager.
Hongkong, July 7th, 1919. [30]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)

Authorized Capital	¥40,000,000.00
Paid-up Capital	¥12,978,800.00
Reserve Funds	¥8,607,878.00

HEAD OFFICE—PEKING.
HONGKONG BRANCH: 4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers: The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers: The Irving National Bank.
The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
THUYEN PEE, Manager.
Hongkong, September 8th, 1921.

BANQUE DE L'INDO-CHINE.

(FRENCH BANK).

HEAD OFFICE: 15bis Rue La Fayette, Paris.

Subscribed Capital	Fr. 72,000,000.00
Paid-up Capital	Fr. 68,400,000.00
Reserve Funds	Fr. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Batavia	Manila	Shanghai
Canton	Nanking	Singapore
Djibouti	Peking	Tientsin
Hankow	Poulo-Pou	Tourane
Hanoi	Pondichery	Yunnan

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co., French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
Y. MARBOT, Acting Manager.
Hongkong, July 12th, 1921. [66]

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG.
Established 1919.

AUTHORIZED CAPITAL	¥10,000,000.00
PAID-UP CAPITAL	¥5,000,000.00

DIRECTORS:

Mr. FONG WAI TING, Chairman,
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tung,
Mr. E. K. Kwok, Mr. Chan Ching Shok,
Mr. Ng Chang Luk, Mr. Kan Chin Nam.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—

LONDON, PARIS, NEW YORK
SHANGHAI SAN FRANCISCO
Kobe YOKOHAMA
NAGASAKI
SINGAPORE PENANG
TIENTSIN HANKOW
MANILA BATAVIA
SAMARANG SOERABAYA
CALCUTTA BOMBAY

London Bankers: The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 6 months at the rate of 4 per cent. per annum.
For 12 months at the rate of 5 per cent. per annum.
For 24 months at the rate of 6 per cent. per annum.
KAN TONG PO, Chief Manager.
Hongkong, September 1st, 1921. [81]

THE BANK OF TAIWAN.

Limited.

(TAIWAN GOVERNMENT).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	9,820,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Kamsui, Keelung, Mading, Nanto, Pusan, Shimon, Tainan, Tamsui, Takow, Tamsui, Toiyen, Aiko.
CHINA—Shanghai, Hankow, Kiating, Amoy, Fuchow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER & PARKS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines Islands, Java and other Dutch India, Australia, America, etc.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH, Manager.

HONGKONG BRANCH,
8, Des Voeux Road Central,
Hon Kong, September 1st 1920. [43]

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

St. George's Building, HONGKONG.

Chairman of Board of Directors

MR. WONG SHIU HAM.

Chief Manager ... Mr. L. S. HOLM,
Asst. Manager ... Mr. K. T. Wong.
Hongkong Manager: Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent, 4 per cent, and 6 per cent, per annum, respectively.

L. S. HOLM

Chief Manager.

Hongkong, October 2nd, 1920. [119]

ON SALE.

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